



# Hongkong Daily Press

ESTABLISHED 1847

Registered as a Newspaper at the General Post Office in the United Kingdom

## YOUR FORTUNE

is wrapped up in your eyes. If they are weakened then your earning capacity is lowered, unless you bring them to their normal state by the use of

ACCURATE GLASSES.

N. LAZARUS,  
Optician,  
12, Queen's Road C.

No. 20,302

號二十九百二第第

日六廿月五年亥癸

HONGKONG, MONDAY, JULY 9th, 1928.

一第

號九月七年二十國民華中

Price, \$3 PER MONTH

### INTIMATION

#### FRESH STOCKS.

ALLSOPPS  
BRITISH  
PILSENER BEER

Specially Brewed

FOR

HOT CLIMATES.

SOLE AGENTS:

CALDBECK,  
MACGREGOR

& CO., LTD.

15, QUEEN'S ROAD.

TEL 75 CENTRAL.

### SPORTING.

SPORTING GUNS by W. W. GREENER and Other Makers—British, French and American—also SPORTING CARTRIDGES of all descriptions.

Sportmen are cordially invited to inspect Samples of GUNS by WEBLEY and SCOTT now on view at our Store.

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,  
5-6, BEACONSFIELD ARCADE.

### PEAK TRAMWAYS CO. LIMITED.

#### TIME TABLE.

WEEK DAYS.	
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#### SPECIAL CARS.

By ARRANGEMENT AT THE COMPANY'S OFFICE  
ALEXANDRA BUILDINGS.  
HONGKONG, 1st June 1928.

### KOWLOON-CANTON RAILWAY.

#### TIME TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1928, until further Notice.  
(All previous Time Tables cancelled.)

#### DOWN TRAINS.

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No.
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Price: Per Case, 1 doz. qts. Duty Paid—\$28.00.

SOLE AGENTS:  
**GRANE, PRICE & CO., LTD.**  
No. 8, QUEEN'S ROAD CENTRAL,  
Tel. Central No. 135. HONGKONG.

## DAIRY FARM NEWS

## JUST LANDED

A Fresh Consignment of

## "KRAFT LOAF CHEESE"

The Perfection of Flavour,  
Uniformity and Excellence.

NO RIND. NO WASTE.

80 Cents Per lb.

## LOTOL

## AND ITS USES

Lotol Means Sudden Death

TO

Cockroaches, Fleas, Bugs, Ants, Silverfish and Mosquitoes.

## LOTOL

is guaranteed to destroy and exterminate every kind of insect pest

## LOTOL

disinfects and will destroy in 24 minutes the Bacilli of Typhoid or other Fever.

## NO PLAGUE

Where LOTOL is, there can be NO PLAGUE nor any kind of INFECTIOUS DISEASE.

LOTOL IS MADE IN AUSTRALIA.

## THE GENERAL COMMERCIAL CO., LTD.,

10, Des Voeux Road Central.

Phone 3255

Sole Agents for Hongkong and China.

## W. P. SIMPSON

(LATE OF DISS BROS.)

## TAILOR &amp; BREECHES MAKER

Has opened Business at

ASTOR HOUSE BUILDING

Queen's Road Central.

2nd Floor.



## PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

## THE PHARMACY

The Red Building (Opposite Ice House St)

## SCOTTISH LETTER.

## THE GERMAN FLEET AT SCAPA FLOW.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, June 6th.

Salvage operations will be commenced in the near future, on several of the ex-German destroyers which formed part of the fleet sunk at Scapa Flow, in the extreme north of Scotland, in June, 1919. A company has been successful in carrying through negotiations with the Admiralty for the purchase of the vessels. Altogether 40 ships were sunk, of a tonnage of about 410,000 tons; but the depth of water in which the capital ships sank, in practically all cases, exceeds 30 fathoms, and salvage would not be commercially successful at that depth, except in the case of the *Udenburg* and the *Seydlitz*, whose salvage might be considered as a financial proposition. The salvage operations are to be conducted by Mr. J. W. Robertson, convener of the county of Zetland, who has already, and especially during the war, carried out several outstanding salvage feats. He is confident that the enterprise will meet with success. Regarding the method employed by the Germans in sinking their ships, it is pointed out that the ships were flooded by the crew's opening the sea connections and, curiously enough, owing to the salvage plans proposed, this will assist the salvagers. The *Udenburg*, 2,700 feet vessel of 27,000 tons, Germany's "last word" in warship construction, was a huge superdreadnought. When scuttled she evidently did not sink to plan, as she rests on an even keel. The *Seidlitz*, 656 feet long, of 24,610 tons, was apparently sunk to plan, for she lies on her starboard side, with one-third of the ship visible at low water.

## SCOTTISH BIRTHDAY HONOURS.

A number of Scots appear in the birthday honours. They include Lord Dundelin (Knight of the Grand Cross of the R.V.O.), formerly Lord President of the Court of Session and now a Lord of Appeal. Sir Robert Drummond Moncrieff, Bart., C.M.G., of Bridge of Earn (C.B.), who resumed his command of the Black Watch on the outbreak of War. Col. Robertson-Aikman (C.B.), Rev. Dr. Laws (C.M.G.), the famous missionary at Uganda, former Moderator of the U.F. Church. James Comyn MacGregor (Knighthood), C.M.G., Resident Commissioner of Bechuanaland Protectorate. Professor William John Ritchie Simpson (Knighthood), C.M.G., M.D., Member of the Colonial Advisory Medical and Sanitary Committee. Dr. Hector William Gavin Mackenzie (Knighthood), Major-General Arthur G. Wanchope (C.B.), C.M.G., served in South Africa and the late War. Colonel Ernest Dunlop Swinton (K.B.E.), C.B., D.S.O., of the ancient Barchinensis family of Swinton of Swinton, well known as "Eye Witness" at the Front. Colonel Reginald Seburne May (K.B.E.), C.B., C.M.G., D.S.O. Major-General John Theodosius Burnett Stuart (K.B.E.), C.B., C.M.G., D.S.O.

## DEATH OF REV. JAMES WEBSTER, D.D.

We regret to announce the death of the Rev. James Webster, D.D., Foreign Mission Secretary of the United Free Church, which occurred suddenly in a nursing home in Edinburgh. Dr. Webster was a well-known and notable figure in missionary circles in Scotland. Born in 1854 at Auchintool, Banffshire, he was educated at Aberdeen Grammar School, and for a short time engaged in business. Becoming deeply interested in foreign missions, he was elected to the United Presbyterian Church, he suggested the appointment of Mr. Webster as his clerical colleague. This was done. The two missionaries sailed in October, 1892, and were closely associated for many years.

Mr. Webster's warm heart, zeal, and great enthusiasm for his work enabled him to overcome the many difficulties and endure the hardships he encountered. He won his way into the affections of the Chinese, and drew even the most hostile elements in the country to him. He had a large share in the Red Cross Hospital during the Russo-Japanese War. During the Boxer Rising he and Mrs. Webster had to flee for their lives, but he was quickly back amongst the ruins, reorganising the work and rebuilding the mission stations. During the great revival his letters home, vividly and graphically written, attracted much attention in Scotland, and were afterwards published in book form.

When the position of second foreign mission secretary in the Church fell vacant in 1910, his service pointed to Dr. Webster as the fittest man for the post, and he was accordingly appointed by the General Assembly. His tremendous energy, fervent spirit, and fiery eloquence soon made him a familiar and welcome figure at missionary meetings up and down the country, and none can estimate the impetus he gave to the cause. His last address was delivered at the recent General Assembly on foreign mission night, when he described with his usual eloquence the contrast between the Manchuria of to-day and forty years ago. Dr. Webster's wife died a few months ago, and he leaves a son and daughter.

## CHINESE STUDENTS IN SCOTLAND.

Writing in "The Chinese Student" (the organ of all the Chinese students in Britain, and published in Edinburgh), Mr. Y. C. Lee, Glasgow, says that business men complain of lack of practical experience on the part of the students. How, he asks, may they obtain this experience? Some of them manage to get into works or offices in this country, and have, as a result, learnt a great deal. Not all, however, can be so fortunate. The attitude of firms is not always friendly. Perhaps this is due to a desire to preserve trade secrets, or simply to eliminate future rivalry. In some cases it has been due to racial prejudice, and in others to an earlier student creating a bad impression. In Scotland, the Chinese have been very well received by the industrial concerns of the Clyde, and, needless to say, they appreciate to the full the kindness shown them. Still, there is cordial relations. China must one day come into her own, and goodwill between nations is as essential to commerce as it is to peace. Their duty, he adds, is clear: they must make themselves competent for acceptance, and do their utmost to remove prejudice.

## THE CULLODEN MONUMENTS.

The appeal which the Gaelic Society of Inverness has issued for the preservation of the monuments that mark the battlefield of Culloden is not likely to fall upon deaf ears. The Society reports that the cairn is in need of immediate repair; that the memorials of the various clans require cleaning; and that the thatched house, known as the King's Stables, which was there at the time of the battle, is in so ruinous a condition that it will soon cease to exist if steps are not taken to preserve it. A hundred and seventy-seven years have passed since the forlorn hope of the Jacobite cause was destroyed on Culloden Moor, and for much more than a century the cause which was then defeated has ceased to be a subject of political controversy. There remains the memory of a romantic adventure, of chivalry and loyalty and of faithfulness unto death. It is a memory cherished by all Scotsmen, whether they claim kinship with the clans or not, and the affection inspired by the personality of Prince Charlie, enshrined for ever in music and song, is a happy episode in the story of an unhappy house, which, in all its misfortunes and tragedies, never failed to find the devotion that could not save it. As a closing episode of a long era of Scottish history, "the end of auld sang," the battle of Culloden is an historical landmark, and it has a special significance in the story of the Highlands, for it was immediately followed by the break-up of the clan system and by the changes which so deeply impressed the mind of Dr. Johnson when he made his adventurous tour, less than 30 years later.

## A MATCH OR A GAME.

Golfers are still shaking their heads over the American win at St. Andrews. It is something rubbed in with salt. How it is striking people is that it was not so much superior golf as a matter of racial characteristics. To the Americans the match was a match, to the British Golfers it was a game. The Americans were under discipline at least as strict as that obtaining in the case of a professional "pinner" team undergoing special training for a cup tie. If a man felt that he was going to be better by stopping smoking he cut out tobacco. Most of our men smoked as they played. It used to be claimed that one of the good points in golf was that a man could get fit for a championship without copying the methods of an athlete in training. H. H. Hilton won his championships with a cigarette in his mouth. Ray becomes champion of his country with his favourite pipe tobacco. Have the Americans come over to alter all that?

Among the most characteristically British athlete I know is E. H. Liddell. He was uncertain whether one of his legs would stand a big strain so he tried it in the Edinburgh University Championships. Incidentally, he won all his races. He was the hero of the day. In orthodox America he would be "fired" out of his Varsity team for taking undue risks. Other countries other manners.

## BALFOUR OF BURLEIGH MEMORIAL.

The Prince of Wales has promised to unveil the monument which the session of St. Columba's Scottish Church is erecting to the memory of Lord Balfour of Burleigh. In a personal capacity his Lordship served four successive members of the Royal family and as Lord Warden of the Stannaries was the intimate adviser of the Prince in connection with the royal properties in the Duchy of Cornwall. The fittingness of St. Columba's, the church of the London Scots as that in which the memorial to one of the greatest and most loved of the London Scottish community is to be erected is too obvious for comment.

## A DISTINCTION WITH A DIFFERENCE.

General Sir Francis J. Davis, who was entertained in Edinburgh on the occasion of his retirement from the Scottish Command, told of an amusing comment on himself which was made to his wife (a Scottish Lady) by a Highland Laird. "Sir Francis," said the Highlander, "a little regretfully, 'is an Englishman.' But," he added consolingly, "not a damned Englishman."

## BOY PRODIGY COMPOSER.

An oratorio entirely composed by a boy of 11½ years is to be performed this year by the Touring Choral Society, assisted by musicians from Paris. The oratorio, "L'Enfance de Saint Jean le Baptiste," is the work of Rota Rinaldi, of Milan, whose musical education really lasted only one year. It is, however, described by experts who have examined the score as a work of sublime inspiration, treated according to all the rules of technique. Rinaldi's mother, when asked how her boy's musical genius had ripened so quickly, declared that until last year he had never studied any course of music; but had simply gone to an elementary school, like others of his age. Last year, however, he had shown such development that he was sent to the Conservatoire to study composition, and followed with apparent ease the most advanced course. But he learned so quickly that it was deemed wise to suspend his musical education for the sake of his general development, though he continued in his leisure to work at his oratorio, which he completed in a little over six months. M. Charles Wattine, who is arranging for the performance, declares that the oratorio is a work of genius, which will create a sensation in musical circles. Rinaldi himself will conduct the performance, in which some three hundred exponents will take part.

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

GODFREY THOMAS,  
(Private Secretary.)

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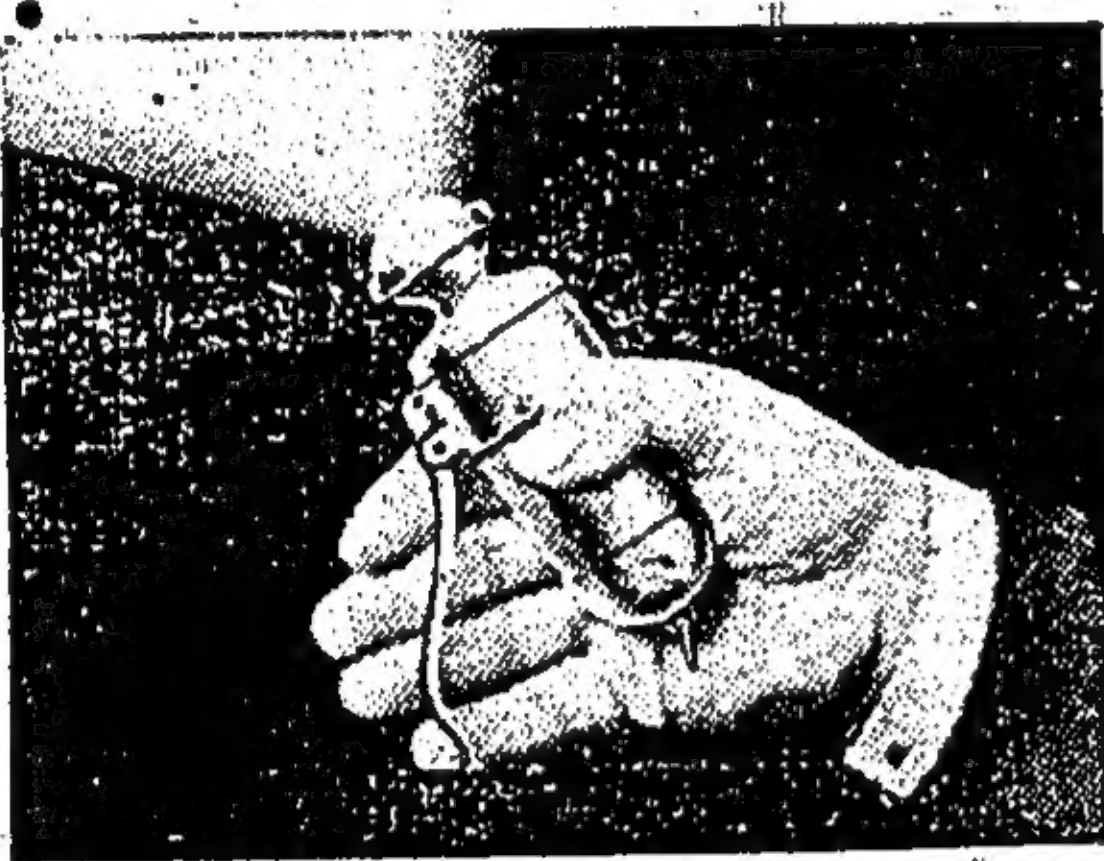
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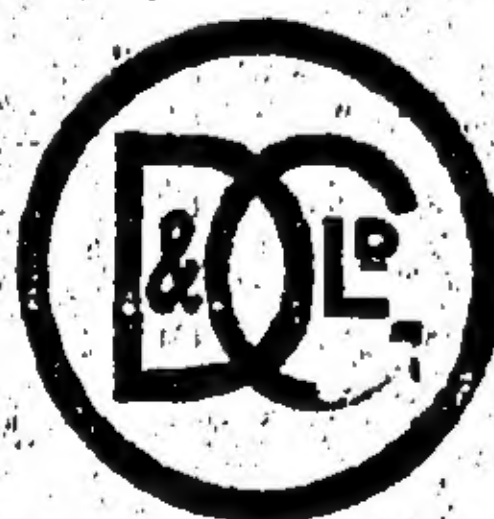
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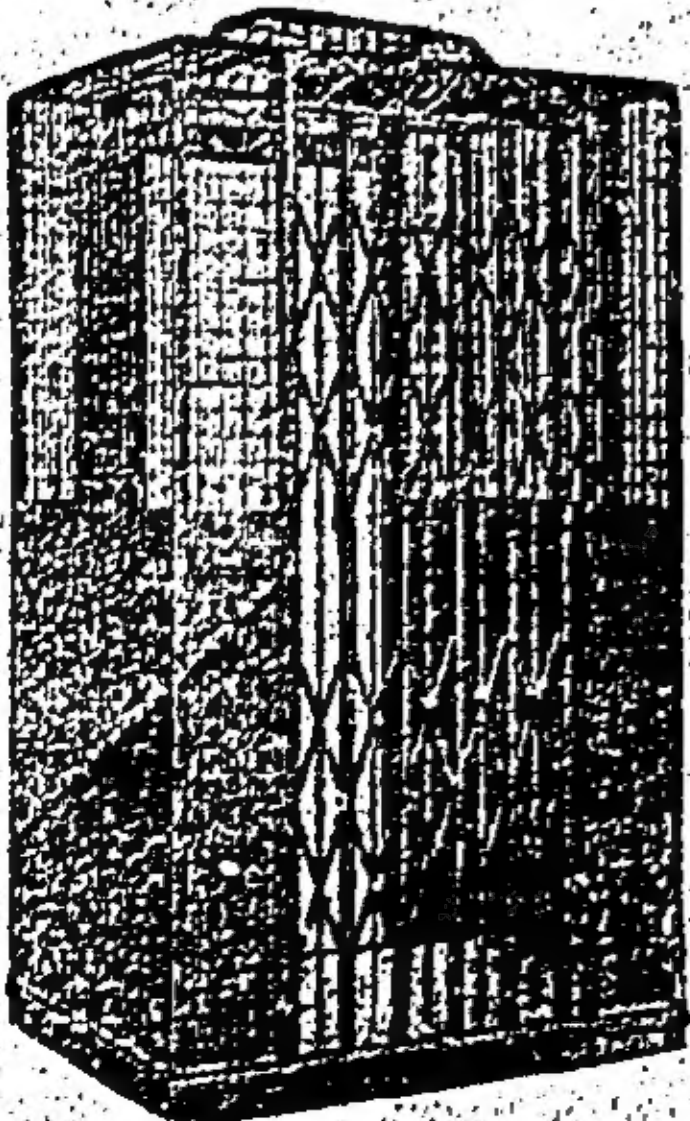
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**COMPANY MEETING.**THE HONGKONG HIDE AND  
LEATHER CO., LTD.PROPOSAL TO SELL PORTION OF  
PROPERTY.

A further extraordinary general meeting of the Hongkong Hide and Leather Co., Ltd., was held at the Company's offices, 67 and 69, Des Vœux Road Central, on Saturday at 12.15 for the purpose of considering the sale either of the whole concern, or of a portion of the land belonging to the Company.

The chair was taken by Mr. A. G. Coppin, who was supported by Mr. W. A. Dowley (Director), Mr. D. H. Blake (the Company's solicitor), and Mr. E. Pepperell (Secretary).  
The CHAIRMAN said:—"You will remember at a previous meeting Mr. Humphreys intimated that an offer had been made for the Company's property, at \$4 per square foot, including the plant and machinery, or as he expressed it, 'the whole concern, stock and barrel.' We have been working on this offer and have now got it into due form. We find that acceptance, after paying off our indebtedness to the Bank and other creditors would leave the shareholders about \$5 a share for the \$10 they had invested. The opinion of myself and others is that by the exercise of care in the working of our business, and always depending on our being able to raise more working capital, we can make a success of this tannery. For this, and for other reasons, which I will mention later, I do not ask you to accept immediately this offer for our business. In the course of further investigations we find that we have more land on our property than is required for the business, and we have considered the advisability of selling part of this surplus land. The surplus amounts to about 40,000 square feet, for which, so far, we have received an offer of \$3.25 per square foot. This will bring in roughly \$130,000. We consider that \$130,000 additional working capital would be sufficient for our purposes, but we have to bear in mind our indebtedness to the Bank out of this new money. We should have to pay the Bank, I consider, at least \$100,000 to satisfy them, for the sale of a portion of our property would naturally reduce the Bank's security. We could get somewhere in the neighbourhood of from \$4 to \$5 per square foot for this portion of the land, which, fronting the main road as it does, is, I consider, the pick of the property, quite apart from the fact that our plant and machinery is on the other portion. If we could get that price, then with the exercise of a little more patience the Company will be in funds without any further call on the shareholders."

The CHAIRMAN proceeded to explain that they had three courses before them. They could consider the sale of the whole concern, or they could consider selling portion of their land, or, thirdly, they could carry on the original course decided upon at former extraordinary meetings, viz., to divide up the unissued shares of \$10 each into shares of \$4, thus dividing the capital into two classes, A shares at \$10 and B shares at \$4.  
Mr. Foxe (a shareholder) expressed the opinion that if the Company could not pay, then the concern should be sold at once.

Mr. A. R. F. RAY proposed that the offer of Mr. Pank Ho (for the purchase of the concern) be not accepted, and, further, that the Directors negotiate for the sale of the surplus land and proceed to raise capital to recommence work at the Tannery.

Mr. Dowley seconded and the resolution was carried by a small majority.  
This concluded the business of the meeting.

**COMPANY REPORTS.**UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

The report of the General Managers (Messrs. Dodwell & Co., Ltd.) for the year ended 31st May, 1923, states:—

The balance at the credit of profit and loss account, including \$4,418.13 brought forward from last year, is \$24,034.55 which it is proposed to appropriate as follows:—  
To pay a dividend of 60 cents on ordinary shares ..... \$5,040.00  
To pay a further dividend of 40 cents on ordinary shares ..... 3,960.00  
To pay \$30.00 per share on founders' shares ..... 3,000.00  
To pay a bonus of 40 cents on ordinary shares ..... 3,000.00  
To pay a bonus of \$30.00 per share on founders' shares ..... 3,000.00  
To carry forward to new account ..... 2,824.55  
\$24,034.55

The accounts now presented have been audited by Mr. C. Bernard Brown, A.C.A., who, being eligible, offers himself for re-election.

**SHANGHAI LIFE INSURANCE  
COMPANY, LTD.**

The Directors' Report in respect of the year ending 31st December, 1922, states:—  
The accounts show the income and expenditure, liabilities and assets relating to the business in gold currencies separately from the corresponding figures relating to the business in silver currencies. The gold currency figures are converted to sterling and the silver currency figures to taels at the parities and for purpose of this account the sterling and tael figures have both been converted to dollars at the respective rates of exchange of £1 = \$0.1764167 and T. 1 = \$1.3764023 the dollar figures being shown separately and in total in italics.

Applications considered during the year amounted to Tls. 77,000 (\$103,987.61) and \$33,690 (\$244,973.62).

Policies were issued for Tls. 77,000 (\$103,987.61) and \$33,690 (\$244,973.62). The remainder were postponed or not proceeded with or in course of consideration as at December 31st, 1922.

The total insurance in Force on 31st December, 1922, amounted to Tls. 3,088,107 (\$4,253,134.23), £1,990,891 (\$15,324,503.92) and roubles 25,000, of which policies to the amount of £22,025 (\$267,016.43) were re-insured.

The income for the year amounted to Tls. 357,703.03 (\$484,835.54), £210,373.33 (\$1,930,472.50) and roubles 215.40.

The total assets now amount to Tls. 1,763,058.13 (\$2,406,824.72), £900,157.880 (\$6,535,791.63) and roubles 292,842.72.

The total amount paid to policy-holders and beneficiaries during the year amounted to Tls. 465,847.00 (\$611,220.93) and £149,841.423 (\$1,375,025.00).

An agreement with the Sun Life Assurance Co., of Canada, has been executed, which provides, *inter alia*, that the Sun Life of Canada shall assume all liability under the life policies and annuity contracts of this Company, and for the payment by the Sun Life of Canada to the liquidator or liquidators of the Shanghai Life Insurance Co., Ltd., for distribution among the shareholders of a sum equal to the total of the following amounts:—  
(a).—The amount of the paid up capital of the Shanghai Life Insurance Co., Ltd.  
(b).—The sum to which the shareholders of the Shanghai Life Insurance Co., Ltd., are entitled as at 1st January, 1923, described in the balance sheet of the Shanghai Life Insurance Co., Ltd., as "Shareholders' Reserve Fund" and

(c).—A further sum in respect of each share of the Shanghai Life Insurance Co., Ltd., of four decimal four five five (4.455) taels, Shanghai Sycee, payable in Shanghai.

The agreement does not become absolute until the completion of an agreement of a similar nature between the Sun Life Assurance Co., of Canada, and the China Mutual Life Insurance Co., Ltd., and is subject to the approval of the Minister of Finance for the Dominion of Canada, and to the sanction of the High Court of Justice in England, and to such orders being obtained from the Supreme Court in Shanghai, under Section 121 of the Hongkong Ordinances, 1911, or any other relevant statutory provisions, as may be necessary to give full effect to the Agreement. The sanction of the High Court in England is being sought. The approval of the Minister of Finance for the Dominion of Canada has been obtained.

The agreement, and the actuarial and other reports, together with a report by an independent actuary, may be seen at the Head Office of the Company by any policyholder, or shareholder.

**HONGKONG TRADE.**

CHAMBER OF COMMERCE REPORT.

The fortnightly report issued by the Hongkong General Chamber of Commerce says:—

Cotton Piece Goods and Fancy Cotton Goods.—Since the last report a small business has been done in Grey Shirtings, Venetians and Satones. Local values are unchanged but there is a firmer tendency. Clearances are maintained.

Cotton Yarn.—Prospects in the West River look brighter now than for some months past and in consequence some enquiry emanated from that quarter, resulting in an improvement in prices to the extent of \$2 to \$4 per bale. Quotations are: No. 10s at \$104 to \$102. No. 12s at \$172 to \$202. No. 16s at \$195 to \$208. No. 20s at \$182 to \$207. Arrivals, 1,000 bales; shipments, nil; sales, 3,000 bales; unsold stock, 11,000 bales; bargains, 8,000 bales.

Woolens.—There is no change to report.  
Raw Cottons.—In the absence of stock, quotations are purely nominal.—Indian staple at \$35 to \$40, Chinese grades at \$37 to \$45.

Metals.—Prices unchanged. There are signs of a firmer undertone and the market appears to be taking less pessimistic view of the political situation. Very little business has been brought to book but there is a decided increase in enquiries.

Flour Market Report.—Stock: About 500,000 sacks. Market dull. Quotations: American Patent \$3.00 per sack, American Straight \$2.90 per sack, American Out-off \$2.90 per sack, Shanghai Flour, \$3 per sack, Australia No. 1 \$2.90 per sack. Sugar.—Market quiet.

Saltpetre.—Slight improvement since last report.

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Stewards.—The Hon. Sir C. Paul Chater, K.C.M.G., Lieut.-Col. G. K. Hall, Brutton, Hon. Mr. A. G. Stephen, Sir Wm. Rees Davies, K.C., Messrs. E. M. Dyer, H. P. White, H. Humphreys, D. G. M. Bernard, and C. C. Boyd.

Clerk of the Course.—Mr. H. Birkett.

Secretary.—Mr. C. B. Brown.

Gymkhana Officials.—Messrs. C. H. Blason, C. C. Boyd, M. T. Johnson, F. Sutton, R. M. Dyer, H. B. L. Dowbiggin, H. Humphreys, and J. Bartholomew.

Judge.—Mr. M. T. Johnson.

In charge of the Scale.—Messrs. J. Bartholomew and F. Sutton.

Starter.—Lieut.-Col. G. K. Hall Brutton.

Second Starter.—Mr. H. C. Macnamara.

Paddock.—Messrs. C. H. Blason and H. B. L. Dowbiggin.

Handicappers.—Messrs. F. Sutton and M. T. Johnson.

Hon. Surgeon.—Dr. J. G. Lyon Brown.

Timekeepers.—Mr. A. A. Alves.

On the whole the racing at the Extra Gymkhana held on Saturday under the auspices of the Hongkong Jockey Club was quite good, with the exception of one or two bad starts which gave rise to some complaints. There were several exciting finishes and the large number of racing enthusiasts present were provided with good sport. H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.) arrived in time to witness the second race and was an interested spectator throughout.

In the first race Roman Pride, well ridden by Mr. Gibson, justified his backers by winning a well-fought race. The pony was badly left at the start, but he came through at fine turn of speed and challenged the leader of the field (Bluebottle, an outsider) at about 100 yards from home. Roman Pride just managed to get in first by a short head. Silvio, which was much fancied, led the field to the Home Straight and then potted out. Bluebottle, which came in second, paid the handsome dividend of \$30.30.

Country Mouse had the second race all to himself. He led the field of 1923 subscribers griffins and won the half mile easily. Sharpshooter, another favourite, came in second, but Finvoy, an outsider, ridden by Mr. Moller came in third, and paid a dividend of \$15. Malvern, ridden by Capt. Spinks (who is always good at a short distance) after leading the field for the first two hundred yards, went lame and had to drop out of the race.

The race for novices, who have won only one race in Hongkong, was won by Major White on Rivergrass. The favourite in the race was Dapper Dan (Mr. da Rosa up) but he was left badly at the start. The pony had a bad handicap, but in spite of this finished third three lengths behind Satisfaction Dahlia, which was beaten by a neck by Rivergrass.

The main event of the afternoon was the race from the two mile post once round and in. Six ponies entered in which Starland was the favourite, with 576 backers for a win and 497 for a place. Australard was also heavily backed. The winner, Starland, had only 79 backers for a win and 106 for a place. Starland, ridden by Mr. H. Seth, came through in the home straight and won by two lengths from Straightfarrow. Australard coming in third a length and a half behind. Starland paid out the second best dividend of the day—\$58.60. Throughout the Gymkhana meetings this season Starland has been much fancied and heavily backed, but Saturday afternoon was the first time that he justified the support given him.

In the three quarter mile race for 1923 sub-griffins, Country Mouse again showed his prowess by winning this event by four lengths. Imbros (ridden by Mr. Zellenzky) was a hot favourite, but after leading the field to the Home bend, failed and finished fourth. Sharpshooter and Finvoy coming in second and third respectively. The winner paid a dividend of \$33.20 for a win and \$9 for a place.

Roman Sparrow justified his reputation as a fast pony in the seventh race. He is hard to start but, once away, he is good for a place. He led the field of eight ponies from the start and won by four lengths. The pony was not heavily backed and paid a winning dividend of \$33.40. Mr. Harriman on West River secured third place and paid the best dividend of the day, \$53.10. The favourite, Pickpocket, was unplaced.

The last race of the day attracted nine entries and was won by Roman Pride. A keen struggle was witnessed between Yellow River and Australard for second place, the latter just managing to retain his advantage and getting in second, half a length in front of Yellow River.

AN EXTRAORDINARY INCIDENT.

"Money for nothing." This is probably the best commentary on an extraordinary incident which happened at the meeting when something went wrong with the organisation in the members' pari-mutuel during the fifth race—the Saddling Event—which resulted in pari-mutuel tickets being sold for this race after the race had been actually run. Spectators strolling back to the members' pari-mutuel, after witnessing the race, were astonished to find that they were able to buy tickets on the three placed ponies and for a few minutes, at least, until the mistake was discovered, the ticket sellers did a roaring trade. Quite a number of people in the

excitement of the moment backed Mr. Boyd, who came in first, whilst a number of the more astute backers thought they would get a better return on Mr. Bartholomew (second rider in) or on Mr. Harriman (third man to pass the post.) Then the news came through that Mr. Boyd had been disqualified for not having girthed up his saddle properly. This meant that those who had backed Mr. Boyd before and after the race was run had lost their money, whilst those who backed Mr. Bartholomew and Mr. Harriman had their dividends improved considerably.

There is some doubt as to how this extraordinary state of affairs arose. But it is probably, due to two things if not three. In the first place, the coolies in the pari-mutuel in placing the names of the riders on the bars, indicating to the members where to register their bets, got them hopelessly mixed up, and in one case at least the name of Capt. Spinks was put up until after the race had been actually run. The mistake was discovered in the middle of the betting and confusion resulted in the re-shuffle. Backers (who had not left the pari-mutuel) came back and asked for their tickets to be changed, and in some cases this was done. Then, in the second place, no warning bell was rung in the pari-mutuel, indicating that the sale of tickets must cease and this led to the sale of tickets after the race. Then, in the third place, it is said that, out on the course just by the Judge's box the board, announcing that the second bell had been rung, was still showing, whilst the race was being run. Altogether it was a hopeless mix-up. There was apparently only one thing for it—the easiest way out of the difficulty—and that was to pay out on all tickets that had been bought, which, of course, was not to the advantage of those people who had obtained their tickets before the race. It meant that their dividends were considerably lowered.

During the afternoon, the band of the King's Regiment played a delightful programme of music.

Results:—  
1.—"A" CLASS HANDICAP: THREE QUARTER MILE RACE.

1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Messrs. H. Sassoon and H. Arnold's Roman Pride, 155 lbs. (Mr. Gibson) 1

Mr. Arpac's Bluebottle (late Water-lily), 152 lbs. (Mr. Matcham) 2

Mr. Warrack's Australard, 153 lbs. (Mr. Moller) 3

Mr. A. A. Alves' Silvio, 158 lbs. (Mr. H. Seth) 0

Mr. R. M. Dyer's Skylight, 152 lbs. (Mr. Davies) 0

Messrs. Birkett and Raymond's Huntington, 152 lbs. (Major White) 0

Capt. E. G. Spinks' Hope Dahlia, 144 lbs. (Capt. Spinks) 0

Won by a short head; three lengths between second and third.

Time: 1min. 34.3-secs.

Winner: \$3.70 Ticket No. 1

Pari-mutuel. Cash Sweep. 1, 6.50 294, \$1,553.20

2, 30.30 120, 443.80

3, 6.40 108, 231.90

Unplaced ponies (\$20) each: Nos. 172, 407, 352, 421.

2.—HALF MILE RACE FOR GYM-KHANA SUBS: 1923.

For the seventeen ponies subscribed for and purchased at Shanghai in May, 1923. 1st prize, \$250; 2nd prize, \$125; 3rd prize, \$75.

Mr. Henry Humphreys' Country Mouse (late Stonycroft), 155 lbs. (Mr. Matcham) 1

Messrs. Birkett and Raymond's Sharpshooter, 155 lbs. (Mr. Gibson) 2

Mr. Mac's Finvoy, 155 lbs. (Mr. Moller) 3

Capt. G. F. Oxspring's Malvern, 155 lbs. (Capt. Spinks) 0

Mr. H. B. L. Dowbiggin's Chessman, 155 lbs. (Mr. H. Seth) 0

Dr. F. H. Kew's Mopoke, 149 lbs. (Mr. Moller) 0

Mr. Arpac's Yellow Hammer (late The Skybird), 149 lbs. (Mr. Zellenzky) 0

Won by a length and half; six lengths between second and third.

Time: 1min. 0.4-secs.

Winner: \$15.50 Ticket No. 1

Pari-mutuel. Cash Sweep. 1, 7.10 6, \$2,076.20

2, 7.50 214, 593.20

3, 13.00 69, 206.60

Unplaced ponies (\$20) each: Nos. 115, 135, 68, 198.

3.—NOVICES' RACE: ONCE ROUND.

For China ponies that have started in at least three races in Hongkong since 1st April, 1922, and prior to this meeting, and have never at any time won more than one race in Hongkong. Winners at this meeting barred. To be ridden by jockeys who have not won more than one race in Hongkong or China. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Mrs. Bernard's Rivergrass, 103 lbs. (Major White) 1

Messrs. Albert and Arnold's Satisfaction Dahlia, 137 lbs. (Mr. Harriman) 2

Mr. Alvanston's Arlington, 155 lbs. (Mr. G. W. Sewell) 0

Messrs. Da Rosa's Dapper Dan (late Yanish), 154 lbs. (Mr. Da Rosa) 0

Won by a neck; three lengths between second and third.

Time: 1min. 59.4-secs.

Winner: \$11.70 Ticket No. 1

Pari-mutuel. Cash Sweep. 1, 0.10 600, \$2,212.20

2, 0.20 255, 632.20

3, 0.20 263, 316.10

Unplaced ponies (\$20) each: No. 225.

## 4.—RACE FROM THE TWO MILE POST ONCE ROUND AND IN.

For China ponies. 1st prize, \$500; 2nd prize, \$200; 3rd prize, \$100.

Mr. A. A. Alves' Starland (late Royal Crusader), 155 lbs. (Mr. H. Seth) 1

Mr. C. C. Boyd's Strathfarrow, 165 lbs. (Mr. Zellenzky) 2

Mr. Warrack's Australard, 158 lbs. (Mr. Gibson) 3

Messrs. H. Sassoon and H. Arnold's Roman Woodcock, 152 lbs. (Mr. Soares) 0

Mr. G. A. Harriman's West River, 152 lbs. (Mr. Harriman) 0

Mr. Kensington's The Gambler (late Slander), 148 lbs. (Mr. Matcham) 0

Won by two lengths; one and a half lengths between second and third.

Time: 2mins. 22-secs.

Pari-mutuel. Cash Sweep. Winner: \$58.60 Ticket No. 1

1, 8.60 404, \$3,628.00

2, 3.70 271, 1,068.00

3, 5.80 432, 864.00

Unplaced ponies (\$30) each: Nos. 287, 288, 400.

5.—SADDLING RACE.

Open to members of the Jockey and Polo Clubs and Mounted Troop. Competitors start mounted on bareback ponies, carrying saddles on their arms. Ride to a point indicated by flag, diamond, saddle ponies, remount, and gallop back past winning post. 1st prize, \$100; 2nd prize, \$50; 3rd prize, \$30.

Mr. J. Bartholomew 1

Mr. G. A. Harriman 2

Dr. A. R. Esler 3

Mr. C. C. Boyd 0

Dr. J. G. Lyon Brown 0

Mr. W. T. Stanton 0

Mr. A. Young 0

Mr. G. W. Sewell 0

Capt. E. G. Spinks 0

Pari-mutuel. Cash Sweep. Winner: \$20.00 Ticket No. 1

1, 8.00 34, \$2,224.00

2, 19.50 484, 635.60

3, 13.00 520, 317.60

Unplaced ponies (\$20) each: Nos. 493, 208, 85, 296, 320, 241.

6.—THREE QUARTER MILE RACE FOR GYM-KHANA SUBS: 1923.

For the seventeen ponies subscribed for and purchased at Shanghai in May, 1923. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Mr. Henry Humphreys' Country Mouse (late Stonycroft), 155 lbs. (Mr. Matcham) 1

Messrs. Birkett and Raymond's Sharpshooter, 155 lbs. (Mr. Gibson) 2

Mr. Mac's Finvoy, 155 lbs. (Mr. E. Moller) 3

Mr. Peta's Imbros, 155 lbs. (Mr. Zellenzky) 0

Mr. H. B. L. Dowbiggin's Chessman, 155 lbs. (Major White) 0

Dr. F. H. Kew's Mopoke, 149 lbs. (Mr. Soares) 0

Mr. Arpac's Yellow Hammer (late The Skybird), 149 lbs. (Mr. Davies) 0

Won by four lengths; half a length between second and third.

Time: 1min. 30.2-secs.

Pari-mutuel. Cash Sweep. Winner: \$33.20 Ticket No. 1

1, 9.00 395, \$3,079.70

2, 3.30 513, 594.90

3, 10.50 531, 207.10

Unplaced ponies (\$20) each: Nos. 23, 471, 149, 551.

7.—"B" CLASS HANDICAP: (THREE QUARTER MILE RACE.)

1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Messrs. H. Sassoon and H. Arnold's Roman Sparrow (late St. Lawrence), 156 lbs. (Mr. Gibson) 1

Dr. F. H. Kew's Wombat, 158 lbs. (Mr. Moller) 2

Mr. G. A. Harriman's West River, 149 lbs. (Mr. Harriman) 3

Mr. C. C. Boyd's Pickpocket, 157 lbs. (Mr. Zellenzky) 0

Mr. W. T. Stanton's Lottery, 162 lbs. (Mr. Stanton) 0

Mr. Peta's Roman Law, 153 lbs. (Mr. Matcham) 0

Capt. E. G. Spinks' Bullfinch, 150 lbs. (Capt. Spinks) 0

Messrs. Albert and Arnold's Ding Dong, 148 lbs. (Mr. Soares) 0

Won by four lengths; half a length between second and third.

Time: 1min. 37.2-secs.

Pari-mutuel. Cash Sweep. Winner: \$33.40 Ticket No. 1

1, 16.20 445, \$2,100.00

2, 6.70 660, 600.00

3, 63.10 500, 300.00

Unplaced ponies (\$20) each: Nos. 404, 208, 187, 451, 130.

8.—ONE AND A QUARTER MILE RACE (HANDICAP).

For China ponies. 1st prize, \$350; 2nd prize, \$150; 3rd prize, \$100.

Messrs. H. Sassoon and H. Arnold's Roman Pride, 165 lbs. (Mr. Gibson) 1

Mr. Warrack's Australard, 155 lbs. (Mr. Moller) 2

Mr. John Peel's Yellow River, 168 lbs. (Mr. Zellenzky) 3

Messrs. H. Sassoon and H. Arnold's Roman Woodcock, 152 lbs. (Mr. Soares) 0

Messrs. Da Rosa's Dapper Dan (late Yanish), 150 lbs. (Mr. Da Rosa) 0

Messrs. Albert and Arnold's Satisfaction Dahlia, 150 lbs. (Mr. Harriman) 0

Mr. A. A. Alves' Starland (late Royal Crusader), 157 lbs. (Mr. Seth) 0

Mr. Kensington's The Gambler (late Slander), 149 lbs. (Mr. Matcham) 0

Capt. E. G. Spinks' Hope Dahlia, 145 lbs. (Capt. Spinks) 0

Won by one length; half a length between second and third.

Time: 2mins. 40.2-secs.

Pari-mutuel. Cash Sweep. Winner: \$12.80 Ticket No. 1

1, 0.20 680, \$2,354.10

2, 7.40 235, 672.60

3, 8.60 237, 336.20

Unplaced ponies (\$20) each: Nos. 138, 14, 254, 270, 481, 132.

## SPORT

### LAWN BOWLS.

#### SATURDAY'S MATCHES.

The struggle for the premier position in the Hongkong Bowls league is still being keenly contested and Saturday's matches, although there has been no change in the leadership, resulted in three changes in position of other teams in the league. Kowloon Bowling Green Club (last year's winners) have dropped from third position in the league to fifth. Their lapse is accounted for by their defeat on Saturday by the leaders (Kowloon Dock Recreation Club). The Police Recreation Club have mounted from fourth to third position by reason of their easy victory over the Civil Service team. Taikoo No. 2 retains its position of second in the league by defeating the Kowloon Cricket Club, who are still at the bottom of the league. Craighower, who have been doing well lately, lost on Saturday to Taikoo No. 1; this latter team has now gone from fifth to fourth position in the league.

#### Results:—

##### KOWLOON DOCK R.C. v. K.B.C.C.

Played at Kowloon Dock, the home team winning by 17 points. Scores:—

Kowloon Dock K.B.C.C.

Johnston



# THE LATEST BANDIT OUTRAGE

KOWLOON TRAIN HELD UP AND  
LOOTED.

THREE PASSENGERS KILLED AND  
EIGHTY TAKEN CAPTIVE.

Robbers, said to number between one and two hundred, held up a train less than fifteen miles from Canton last Thursday, murdered at least three of the passengers, and carried off between eighty and ninety more—all Chinese—whom they are said to be holding to ransom.

The ninety passengers kidnapped are stated to be "all of the better class of Chinese." One report states that booty to the amount of \$50,000 was taken away by the robbers, but few details are available at this end of the line. The train belonged to the Chinese section of the railway, and left Kowloon at 9.30 a.m. on Thursday morning, being due at Canton the same evening.

The vernacular Press of Canton states that the bandits were "some of the soldiers of Chen Chung Ming, defeated in the recent fighting in the East River region."

The Canton Daily News contains the following account of the affair:—

"The robbery was well planned, for among the passengers were also found some of these 'bandits.' Just as the train was passing near a small station called Kauchin How, two men sprang from the road and mounted the locomotive. The engineers were forced to continue the trip in silence, at the point of the guns. All the while, the passengers were unaware of what had happened. When the train passed Hung Kong Station, the engineers were forced by the two intruders to blow the whistle and stop the train. All at once more than a hundred bandits sprang out from their hiding places on both sides of the railroad. Some of the troops who were returning to Canton by this train, now being aware that robbery was about to take place, opened fire and a sharp skirmish followed. The bandits on the road were held at bay, but those in the train, who travelled as passengers joined in the fight and surprised the troops, whose entire attention was then occupied with fighting those on the road. This sudden turn of affairs demoralized the troops, and the whole train was at the mercy of these soldier-bandits. Three passengers were killed and 80 or more captured, but nothing was done to the several car loads of goods that were forwarded from Sheklung.

Upon receipt of the report that the train was robbed, troops from Sheklung hurried to the scene and are now trying to run down these culprits, who are reported to have retreated only to the surrounding hills. Traffic on this line has been resumed and trains are now running as usual.

## OFFICIAL REPORT FROM CANTON

Yesterday morning Mr. Walker, Traffic Superintendent at the Kowloon Railway Station, received a letter from the Traffic Manager of the Chinese Section of the Kowloon-Canton Railway, dealing with the latest bandit outrage. The letter is dated July 26th so that it has taken a couple of days to come down from Canton. It is in the nature of a summarised report of the occurrence and reads as follows:—

"I regret to inform you that No. 8 up slow train was held up, and robbed by 'pirates' at mile 14½, between Nam Kong and Wu Chung, at about 8 o'clock, last night. When this train was leaving Nam Kong Station two armed 'pirates' boarded the engine and compelled the driver to proceed. On arrival at the cutting at mile 14½ the driver was forced to stop and then about 80 'pirates' who had been waiting on both sides of the line, rushed on the coaches and robbed the passengers of their articles. After ransacking the train the 'pirates' carried away a number of passengers, roughly estimated at 70. The 'pirates' also shot one military officer dead on the spot, while taking him out of the train and they killed one soldier in a third class coach."

"Nobody else was injured and the track was not damaged."

"We have put the matter before the authorities here and no doubt they will take it up strongly at once."

## SUSPECTS:

ARE THEY PIRATES?

On Saturday a junk anchored in Aberdeen and shortly after her arrival it was discovered that she was a boat which had been 'pirated' in Chinese waters some months ago. The pirates on that occasion captured the junk. The man who made the discovery reported the arrival of the junk to the Police who promptly raided the vessel and took six of the occupants to the Police Station pending further investigation. The police discovered no arms on board the vessel.

# FIRE AT STONECUTTERS. BATHING BEACH MATSHEDS DESTROYED.

BATHERS LOSE THEIR BELONGINGS.

The matsheds on the public bathing beach at Stonecutters Island (provided by the Government) were totally destroyed by fire on Saturday afternoon just before 6 o'clock. The fire was witnessed by the usual crowd of weekend bathers, who at the time of the blaze were in the water, enjoying their dip. The first indication of the blaze was smoke rising from No. 9 shed, which is in the men's section of the sheds. At first it was thought that some shabby at the back of the sheds had caught fire and for the moment no serious attention was given to it by the bathers. Then a flame shot up from the roof of the shed and the word was known. There was a wild stampede out of the water, the bathers scrambling into the sheds in order to secure their belongings. Clothing was thrown higgledy piggledy out on to the beach and in this manner the major portion of the bathers' belongings were saved from the flames.

Fortunately, the wind did not favour the flames, the course of which was somewhat delayed by the inshore breeze, blowing towards the wireless aerials. This meant that, for a little time at least, the flames were confined to about nine or ten huts (in the men's section) which were situated in the corner nearest the wireless aerials. After these had burnt out the flames gradually spread right along to the ladies' section and, one by one, the sheds toppled down.

The ladies had plenty of time to get away with their clothing and they got over the difficulty of having to dress on the beach through the kind offer of the soldiers who have some sheds of their own a short distance away from the public sheds. These sheds were put to the use of the ladies. The men were not so fortunate and about ten men and youths lost all their belongings and had to make their way back to Hongkong in their bathing costumes. Amongst these were four soldiers of the King's Regiment, and Mr. Buschaert (brother of the well-known tennis and water polo player).

Shortly after the blaze commenced two more launches arrived with bathers, who watched from the launches the burning of the sheds and afterwards returned disappointed to Hongkong.

The blazing matsheds were plainly seen from Yau Ma Tei and in response to a telephone message from the Yau Ma Tei police station the No. 1 fire boat was despatched to the scene. She arrived at about 6.15 p.m., exactly 25 minutes after the outbreak of the fire—a very smart piece of work—but by that time practically all the sheds had been destroyed.

## TRAGEDY AT STONECUTTER'S ISLAND.

MEMBER OF PLEASURE PARTY  
DROWNED.

Yesterday afternoon a drowning fatality occurred at Stonecutters Island. It appears that a party, comprising forty members of the South China Athletic Association, went on a bathing picnic to the island. Shortly after the arrival of the launch the members of the party dived overboard and swam ashore. One of the members who dived failed to reappear. He was apparently drowned. The deceased is said to have been a very strong swimmer. The other members spent a long time in searching for the body, and finally, a couple of sampans were engaged to drag the spot where the unfortunate man disappeared. His body has not been recovered.

## E.A.S.M.A. BEACH DANCE. A GREAT SUCCESS.

The second night bathing and dancing carnival organized by the Ex-Active Service Men's Association at their private beach at Stonecutters took place on Saturday night. The affair was a great success, and judging by the numbers in attendance at this and the previous carnival, the success of these dance carnivals as an institution is assured. A swim around in the sea proved an excellent tonic for the weary dancers. The beach was very prettily decorated with lanterns, and the fine canvas dancing floor proved surprisingly smooth to the feet of the dancers. Whilst, of course, it is not quite up to the standard of a wooden floor, it is yet far better than the smoothest of lawns, and all were loud in their praise of it. Delightful music was discoursed by the King's Regimental Band. A good launch service was kept up, and the visitors spent a thoroughly enjoyable evening, returning home about midnight.

# CONSULS AT CANTON ENTER- TAINED BY MR. C. C. WU. CANTON AND THE BRITISH PROPOSALS.

The Consuls at Canton were entertained at a dinner on Friday night by Mr. C. C. Wu, the Secretary for Foreign Affairs at his official residence. The Canton Daily News reports that Mr. Wu, after welcoming the guests, referred to the honour conferred on the Senior Consul by his government. He said that in his relations with Sir James Jamieson there had been some things on which they had agreed to disagree but in the main they were animated by a spirit of co-operation which is the only way for China and the foreigners to get along. While on the subject of co-operation he would refer to the proposals which it is reported the British Government has made with regard to China. He did not propose to state the policy of the administration on this weighty matter here and now, but he wished to say that any policy of control over China, though animated by the best of intentions against the will of the Chinese people, can scarcely succeed. The only thing that can succeed is co-operation between China and the Foreign Powers, and that co-operation must be with those elements who have the best interest of China at heart—the real patriots. He then drank to the health of the Consul General coupled with the name of Sir James Jamieson.

After a short interval, Sir James Jamieson rose to speak. He expressed thanks for the honour done to him and his colleagues. He thought that he spoke on behalf of his colleagues as well as of himself that he was glad to see Mr. Wu return to take charge of foreign affairs. He also thought Mr. Wu was the best man to take charge of finance. In foreign affairs frankness on both sides was of greatest importance. He did not propose to discuss the proposals which the British Government is reported to have made, but he was quite sure that his Government only desired co-operation with the Chinese people.

The banquet over, the party adjourned to the parlour for about twenty minutes, after which the guests dispersed.

## ENQUIRY INTO "OKARA" DISASTER.

WAS THE VESSEL SEAWORTHY?

CALCUTTA, June 26th.  
A Marine Court of Inquiry, with Mr. Roxburgh, Chief Presidency Magistrate, sat at the Port Office, Calcutta, yesterday, to investigate the loss of the *Okara* in the Bay of Bengal about May 5th.

Mr. J. W. Orr, Deputy Legal Remembrancer, representing the Government, said that what happened after the *Okara* proceeded on her voyage was largely a matter of conjecture, but from the statements of the Masters of the *Imani*, *Zugora*, and *Chinko*, it must be concluded that the *Okara* experienced worse and worse weather as she proceeded on her voyage, and that by 8 a.m. on May 5th the wind and sea had increased to such an extent as to jeopardise the safety of the ship. The *Imani* had been in communication with the *Okara* during the greater part of the day on May 5th, and from messages received it could only be surmised that the vessel's hatches were stove in or washed away and that finally the sea flooded her holds, and she foundered with all hands.

His predecessor, who had retired, Mr. C. W. H. Ansell, said he was in pilotage charge of the *Okara* when she left Calcutta on May 14. He left the vessel on the morning of May 3rd at the Sandheads. When he went on board, her steering-gear and engines were reported all right. On the first day, however, he had some little trouble with the steering-gear as they were proceeding down river, and it was reported that part of the steering chain had been practically carried away. It could not be rectified just then, but the vessel was anchored that day at Kulpi and the damage was thoroughly overhauled and put right.

Mr. Orr: There was no further trouble up to the time you left the vessel?—No.  
Capt. C. S. Penny, Marine Superintendent of Messrs. Mackinnon Mackenzie and Co., stated that the *Okara* had a big overhaul in 1920, under the supervision of the Senior Surveyor of the Port. Repairs were usually carried out by the Marine Superintendent and the Superintending Engineer of the British India Steam Navigation Co., under the supervision of the Government Surveyor. The principal repairs were to the twincock plating, no less than 163 plates having been renewed.

(Continued at foot of next column.)

# ARRIVAL OF BLUE FUNNEL PASSENGER LINER. RECORD LONDON MAIL TO FAR EAST.

The new Blue Funnel liner, *Sarpedon*, arrived in port yesterday morning (the 26th inst.) on her maiden trip to the Far East. She brought the London mails of June 15th, which is understood to be a record transit of the mails via Suez. This is the mail that travels by train down Italy, to Brindisi, catches an Italian packet down to Suez, and then comes on by Blue Funnel boat thence to be at Suez. The *Sarpedon* is the first of the new class of passenger liners being built for the Blue Funnel line for their service to the Far East. She will be joined by her sister ship *Pythecus* leaving Liverpool on July, and two more, at present building, in the early spring of next year, and together they will preserve a monthly service to the East. They will sail from Liverpool, and are scheduled to reach Port Said in 9, Singapore in 24, Hongkong in 29, and Shanghai in 32 days; and on the return journey, in addition to the above ports they will call at Penang, Colombo and Marseilles and will land their passengers at Marseilles or London. The gross tonnage of the *Sarpedon* is 11,400 tons, giving her a capacity of 10,000 tons general cargo, and 2,500 tons fruit or refrigerated cargo. She has excellent accommodation for a large number of passengers. On her trial cruise recently lasting several days the owners had 150 guests on board. Her length over all is 517ft. 6in.

The *Sarpedon* embodies the usual distinctive features of Blue Funnel liners, including the raked stem with its rounded rolled steel plates above the water-line. She has nine watertight bulkheads extending to the upper deck, horizontal and vertical sliding watertight doors being fitted, operated by hand in addition to being controlled on the Scott-Ross electrical system. A fire-resisting bulkhead is built between the upper and centre decks, and one between the centre castle and boat-decks, in addition to the usual steam and hand fire services, to secure safety of the ship against spread of fire. Electric clocks are fitted in all the public rooms, controlled by a master clock in the chart house.

Inter-communication telephones join all the principal offices of the ship. All the winches in the passenger spaces are electrically controlled and driven, and in addition are so arranged that they may be used for the raising and lowering of the life boats. The navigation lights are also electric and are fed from two sources of supply, the dynamo and the wireless telegraphy batteries, and these are automatically interchangeable in the event of a failure of either.

The galley, pantry and laundry are fitted with the latest types of electric machinery. A large emergency electrical generating plant, driven by an oil engine is built on the upper deck for use in the event of the plants in the engine room becoming cut of action for any reason.

She is propelled by twin screws actuated by geared turbines of the impulse type. Her machinery develops a total combined shaft horsepower of 7,500 on ordinary service, with steam pressure at 220 lbs. and superheat at 200 deg. Fahr., supplied from three double-ended cylindrical boilers, each 17ft. 1½in. mean diameter by 21ft. 2½in. length, with 24 furnaces, fitted with forced draught on Howden's system and North-Eastern Marine Engineering Co.'s super-heaters. The turbines are connected by means of flexible expansion couplings to pinions arranged to drive common gear wheels on the main shafting by means of single reduction gearing.


Her cruising speed is 15 knots.

Witness added that the repairs in question were carried out during the time of his predecessor. The *Okara*, he added, had been drydocked three times since 1920. In his opinion, the vessel was quite seaworthy. The hatches were overhauled and twelve new hatches were supplied. The vessel was not insured with an outside company and the loss fell on the owners. No complaint had been made to him that the lifeboats were in a very bad condition.

Asked whether he could form any opinion as to what might have caused the *Okara's* loss, Mr. O. E. Walling, Assistant Harbour Master, said that he did not think any cargo boat deeply laden would have come through such weather as the *Okara* encountered.

While Mr. Walling was under examination, it was announced that orders had been received from the Government to adjourn the enquiry.

MANUFACTURED BY  
**Messrs. MAPPIN and WEBB, Ltd.**



**Special Value**  
CASE OF 6 BEAUTIFULLY MADE  
STERLING SILVER TEA SPOONS

**\$15.00**

ACTUAL SIZE  
—OF SPOON—

The above is one of the many  
attractively priced gift cases in  
our recently enlarged Silver Department.

1st FLOOR.  
**LANE, CRAWFORD, LTD.**

THE CATERING DEPARTMENT  
OF  
**CAFÉ WISEMAN**

is replete with every requisite for carrying out orders for  
**MOTORING & WALKING PICNICS**  
**WEDDING RECEPTIONS, GARDEN PARTIES**  
**PRIVATE DINNERS, DANCE SUPPERS**  
**LAUNCH and YACHTING PICNICS.**

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.

**COLUMBIA**

GRAND OPEPA RECORDS.

6011 "TOSCA" ... SYMPHONY ORCHESTRA	A 6187 "FAUST" ... OPERA HOUSE ORCHESTRA
SELECTIONS PARTS 1-2	SELECTIONS PARTS 1-2
A 6143 "LA BOHEME" ... OPERA HOUSE ORCHESTRA	453 "TANNHAUSER" ... SYMPHONY ORCHESTRA
SELECTIONS PARTS 1-2	PASTORAL ORCHESTRA
	"LOHENGRIN" ... INTRODUCTION ACT 2

ETC.

**ANDERSON'S.**

**Powell Ltd.**

TELEPHONE C. 3871.

WE SPECIALIZE IN CUTTING AND MAKING LOOSE COVERS

AND HAVE LARGE STOCKS OF ARTISTIC AND EXCLUSIVE DESIGNS NOT OBTAINABLE ELSEWHERE IN THE COLONY.

TAPETTES AND CRETONES.  
PATTERN BOOKS ON REQUEST.

TAPESTRIES IN PLAIN COLOURS AND MANY FINE PERIOD DESIGNS.

QUOTATIONS AND PATTERNS  
SUBMITTED FOR EVERY CLASS  
OF UPHOLSTERY WORK.



## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES.

The Steamship "DUCHESSA D'ACOSTA"  
FROM TRIESTE, VENICE, BRINDISI,  
SPALATO, PORT SAID, ADEN,  
MASSAUA, COLOMBO, PENANG  
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th inst. No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DOBELL & CO., LTD., Agents.

Hongkong, 7th July, 1923. [1041]

## THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO',  
LONDON AND STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 3rd July, 1923. [1020]

## SS. "ANGKOR"

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 10th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 14th instant, or they will not be recognized.

At damaged packages will be examined on Tuesday, the 10th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. R. RODENFUESS, Acting Agent.

Hongkong, 4th July, 1923. [1025]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"AUTOLYCUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 5th July.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 11th July, will be subject to rent.

All claims against the steamer must be presented to the underwriter on or before the 25th July, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th July, 1923. [1030]

## TO LET.

OFFICES IN UNION BUILDING—Four Rooms on Fifth Floor.

Apply

UNION INSURANCE SOCIETY OF CANON, LTD.

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

SHARE AND LAND BROKERS

No. 8, Des Vaux Road, 2nd Floor.

Telephone No. C. 4303. 07

## INTIMATIONS

ALEX. ROSS & CO. (CHINA), LTD.

OUR MACHINERY SHOW GODOWN

has TO-DAY been TRANSFERRED

from Blue Buildings, Wanchai, to No. 8

DUNDRELL ST.

ALEX. ROSS & CO. (CHINA), LTD.,

Telephone Central 2487.

Hongkong, 7th July, 1923. [1033]

HONGKONG VOLUNTEER DEFENCE CORPS.

PROMENADE CONCERT

on

VOLUNTEER PARADE GROUND

AT 8.15 P.M.

SATURDAY, 21st JULY.

When the King's Regiment Band will play, assisted by Well-known Vocalists.

Tickets (\$1 each) can be obtained from—

ANDERSON MUSIC CO.,

and

VOLUNTEER HEADQUARTERS.

[1039]

## NOTICE

TAKE NOTICE that the SALE advertised Below, which has been frequently postponed, Pending Negotiations between the Parties Concerned, will now, the Negotiations having finally Broken Down, positively take place on JULY 17th, the Date advertised Below.

[1023]

## PARTICULARS

of

VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET,

VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By

PUBLIC AUCTION,

IN ONE LOT

On

TUESDAY,

The 17th DAY OF JULY, 1923, at 3 O'CLOCK P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

[1035]

THE Property consists of First ALL

THAT piece or parcel of ground situate

at Victoria in the Colony of Hongkong and

registered in the Land Office as SECTION

A of INLAND LOT No. 2168 together with

the messuage erections or buildings thereon

now known as No. 13, Wing Hing Street and

Secondly ALL THAT strip of land at the rear

of the said Section A of Inland Lot No. 2168

being a scarping lane. All of which pre-

misses are held for the residue of the term of

78 years from the 15th day of May, 1916,

created by the Crown Lease thereof together

with the valuable machinery now situate in

or upon the said premises and at No. 1

Gordon Street.

Particulars and Conditions of sale may be

obtained from

Messrs. HASTINGS & HASTINGS

Solicitors,

8, Des Vaux Road Central,

and

Messrs. LAMBERT BROTHERS,

Auctioneers.

[1036]

## TENDERS WANTED.

RELIABLE CONTRACTORS are invited

to Tender for the following Works:

Over 30,000 cub. feet Cut-moulded and Fine

Punched Granite.

Over 20,000 cub. feet Brickwork.

For Particulars, apply to the

HONGKONG REALTY & TRUST

CO., LTD.,

Architects,

Fossell's Building

[1020]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION

CO., LTD.

CONSIGNEES per Company's Steamer

"LAO-MEDON"

are hereby notified that the Cargo will be

discharged into Holt's Wharf, Kowloon, where

it will be at Consignees' risk and subject

to terms and conditions of storage at Holt's

Wharf. The Cargo will be ready for delivery

from Godown on and after 6th July.

Optional cargo will be landed, unless notice

has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods

are to be left in the Godowns, where they

will be examined on any Tuesdays and Fridays

between the hours of 10.45 a.m. and Noon

within the free storage period.

No claims will be admitted after the goods

have left the Steamer's Godown, and all Goods

remaining undelivered after the 12th July,

will be subject to rent.

All Claims against the Steamer must be

presented to the underwriter on or before the

25th July, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th July, 1923. [1033]

## INTIMATION

## TOILET SOAP BARGAINS

Yardley's Oatmeal Soap... 50 cts. per box

Coal Tar Soap... 50 " "

Carbolic Soap... 50 " "

Colgate's Floating Bath Soap... 20 " per Tab

Vinolia L. & L. Soap... 50 " per box

Carbolic Soap... 50 " "

Coal Tar Soap... 50 " "

Medical Soap... \$1.20

Terabene Soap... 1.20 " "

Zambuk Soap... 1.75 " "

Cimolite Soap... 1.00 " "

Colgate's Sulphur Soap... 60 cts. "

Zenobia Assorted Soap... 5.00

Savon Pate Amandes... 25 cts. Tab. 2.75 per box 1 doz.

Rimmels Cologne Soap... 1.50 per box

J. & J's Baby Soap... 1.35 " "

Gerard's Eucalyptus Soap... 10 cts. Tab. 1.00 per doz.

Piver's Soap assorted... 3.00 per box

Oatmeal Soap... 1.00 " "

Antezema Soap... 1.00 " "

R. & G's Heliotrope Soap... 5.00

Savon Flour

D'Amour &

Ambre Rose... 6.00 " "

Assorted Best... 3.75 " "

Round... 2.25 " "

[1035]

A. S. WATSON &

CO., LTD.,

Hongkong Dispensary.

TELEPHONE CENTRAL, 16.

[1036]

## DEATH.

MADSEN—At Shanghai, on July 5nd,

Albert Madsen (B.A.T.), aged 93

years.

## ACKNOWLEDGMENT.

Mr. and Mrs. B. R. BRANCH tender their

heartfelt thanks for the many floral

tributes and expressions of sympathy

from friends during their recent

bereavement. [1040]

Hongkong Office: 10A, Des Vaux Rd., C.

London Office: 131, Fleet Street, E.C.

[1035]

## The Daily Press.

HONGKONG, JULY 9th, 1923.

## THE LATEST TRAIN

## OUTRAGE BY BANDITS.

The latest train outrage by bandits has

occurred in the "model province," the

province which Dr. Sun Yat Sen is

reported as having recently described in

a circular telegram to the political

leaders in China, as "the one place in

China where the law and the constitution

are respected, and where the wishes of

the people are solicited and satisfied." In

an incidental reference to this statement

the other day we said it was "a large

claim," suggesting thereby that it is one

which the conditions prevailing in the

province could not be regarded as support-

ing. Lawlessness, in fact, is as rife in

Kwangtung as in any other province, and

the outrage on the Kowloon-Canton

railway furnishes an illustration which

those who received Dr. Sun's circular

telegram are not likely to disregard. To

hold up a railway train, loot the

passengers of their belongings, and carry

off a large number of them, to be held

to ransom, is surely the last expression of

lawlessness. It would be interesting to

learn the origin of this latest enterprise.

It is said that the bandits are remnants

of General Cheng Chiucho Miao's troops

who were defeated recently by Dr. Sun's

forces in the East River district. We

have yet to learn whether the motive was

entirely one of robbery or whether this

enterprise, like the Lincheng outrage, is

all part of some political game. Though

in the present instance there are no

foreigners in the hands of the bandits,

some eighty Chinese, described as well-

to-do, have been taken captive, evidently

in the hope that large sums of money

will be paid, by someone, for their ransom.

The resemblance between the Lincheng

outrage and this one is sufficiently close

to warrant the supposition that the one

inspired the other, in the hope that

similar profit and advantage might accrue

to the perpetrators. We are told that

troops have been sent to pursue the



## CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## THE EUROPEAN PROBLEM.

## GERMAN GOVERNMENT'S REPLY TO HOLY SEE.

London, July 7th.

It is officially announced that Herr Cuno, in replying to the representations made by the Papal Nuncio on the subject of sabotage in the occupied territory, declared that the incidents arose from the excitement of a harassed and desperate people. The German Government, however, were at one with the Holy See in condemning the criminal use of force.

## FRANCE OBJECTS TO VATICAN INTERFERENCE.

Paris, July 7th.

The Chamber of Deputies debated the Pope's letter regarding the Ruhr, mentioned in a cable message dated July 1st. After a speech by Premier Poincaré, repudiating the right of the Vatican to interfere with the foreign and domestic policy of France, the Chamber of Deputies, by 288 votes to 150, adopted his motion to proceed with the next business.

## FRANCO-BELGO-GERMAN COOPERATION AT DUISBURG.

Brussels, July 6th.

The Government has instructed its representative at Berlin to request Herr Cuno (German Chancellor) to formally disavow the Duisburg outrage, and to secure the co-operation of the German Government in the search for the culprits.

The French Government is associating itself with this step.

## FRENCH AMBASSADOR'S COMMUNICATION TO LORD CURZON.

Paris, July 7th.

Count de Saint-Aulaire (French Ambassador) yesterday communicated to Lord Curzon the text of his written instructions with regard to the British question, wherein the past fortnight's conversation has been based.

## ANGLO-ITALIAN IDENTITY OF VIEWS.

London, July 7th.

The Italian Ambassador also participated in the conversations at the Foreign Office yesterday. The interview marked a further step towards an Anglo-Italian identity of views on the mid-European policy.

## FRANCE'S IMPOSSIBLE ATTITUDE.

Count de Saint-Aulaire's instructions from Paris did not indicate any modification in Premier Poincaré's policy, and only served to re-emphasise the impossibility of reconciling the divergent standpoints.

With reference to the Ruhr issue, the Westminster Gazette's diplomatic correspondent says that the French and Belgian Governments are clearly playing for time, believing that a collapse of Germany is imminent.

## BRITISH GOVERNMENT ARMED WITH DEFINITE POLICY.

London, July 7th.

A strict veil of secrecy is being thrown over the Foreign Office conversations, which are being continued, but it is known that the existing differences are fundamental, and there are indications that the British Government is armed with a definite policy as regards reparations.

Some idea of this has been afforded by the significant remarks made at Birmingham by two members of the Cabinet, namely, Mr. Amery (First Lord of the Admiralty) and Mr. Neville Chamberlain (Minister of Health) where it was declared that the situation had become so serious that it could not be allowed to continue.

Mr. Amery attributed the unwillingness of Germany to make a really serious effort to face her obligations, as one of the primary causes of the uncertainty.

Mr. Chamberlain said that, anxious as we were to preserve the most harmonious relations with France, the time had come when it was necessary to embark on more definite steps.

(Continued on first of next column.)

LATEST CABLES.

## U.S. NAVAL FORCE.

## FULL STATE OF EFFICIENCY TO BE MAINTAINED.

Washington, July 7th.

The U.S. Government has decided to maintain the minimum naval force in a full state of efficiency during the next fiscal year. The programme, approved by the Naval Department, proposes to keep in fighting trim and at sea, the full naval strength allotted to the United States under the Five Power Treaty, comprising 18 first-line battleships, 18 cruisers and 84 submarines.

The decision is regarded as significant of the uncertain status of the Five Power Naval Treaty, resulting from France's delay in ratifying.

## WASHINGTON NAVAL TREATY.

## RATIFIED BY FRANCE.

Paris, July 7th.

The Chamber of Deputies has ratified the Washington Naval Treaty, by 400 votes to 100.

## "MEANS OF GETTING ROUND THE MEASURE."

LATER.

The reporter of the Bill declared that the Washington ratio was unfavourable to France, but France was not in need of big battle squadrons, but of light craft. He pointed out that the duration of the Treaty was limited and asked the Chamber to vote in its favour, in order to demonstrate France's peaceful desires. M. Briand pointed out that the agreement was between friendly allied countries, but, if the situation changed, France would recover her entire freedom.

M. Poincaré agreed with M. Briand's interpretation, and declared that the Washington Agreement would certainly not be accepted as the final limitation of French naval armaments.

Admiral Guepratte compared light and heavy craft, unfavourably, to the latter, and declared that the Treaty did not impair the national sovereignty of France, who, if necessary, could find some means of getting round the measure.

## THE SAAR COMMISSION.

## L.O.N. COUNCIL'S COMMENT ON ADMINISTRATION.

Geneva, July 7th.

After hearing the evidence of the Saar Governing Commission, the Council of the League of Nations unanimously passed a resolution reaffirming the Commission's responsibility to the League, leaving it to the wisdom of the Commission to decide when they would abolish the recent extraordinary measures and revert to common law.

While appreciating the economic considerations which led the Commission to introduce the franc as legal currency in the Saar, the League Council reiterates its desire to dispense with foreign garrisons as soon as the development of the local gendarmerie permits.

The Council expresses great appreciation of the Commission's administrative work, accomplished during the last 2½ years, particularly taking into consideration the difficult circumstances prevailing, and assures the Commission of the Council's full support in the accomplishment of its mission.

## EARLIER CABLES.

## DISCUSSION MIGHT CONTINUE FOR WEEKS.

Paris, July 6th.

French political circles are optimistic, but are of opinion that the Anglo-French conversations are likely to continue for weeks. There express surprise at the sudden insistence of Britain on the necessity for an immediate solution, and say the French do not see the necessity for fixing a time limit. It is emphasised that the French Government is determined not to discuss reparations with Germany until passive resistance has been renounced, but meanwhile would like to know what Britain intends to claim from Germany and the Allies.

LATEST CABLES.

## GREGO-TURK CONFERENCE.

## EMERGES FROM ITS FIT OF LETHARGY.

Lausanne, July 7th.

Under the Greco-Turk agreement, arrived at yesterday, Greece restores all the Turkish vessels seized since the Mudros Armistice of October 1918, while the Treaty of Athens will not be applied as regards the Turkish civil list properties. The conference appears to have emerged from its fit of lethargy, and it is anticipated that peace will be signed by July 14th.

Lausanne, July 7th.

Another stage towards a settlement with Turkey has been reached by a complete agreement between M. Yenizelos and Ahmet Pasha, on all the outstanding Greco-Turkish points of difference. The settlement of the question whether the Turks should pay interest to foreign bond holders in paper francs, instead of gold francs, as demanded by the Allies, still lags.

## OPIUM COMMISSION.

## AMERICAN INITIATIVE AND KEENNESS COMMENDED.

Geneva, July 7th.

The Council of the League of Nations has passed a resolution inviting the Assembly of the League to support the Opium Commission's recommendations, which incidentally mentioned that the initiative and keenness of the Americans had largely contributed to the Commission's progress.

## LIQUOR ON SHIPS.

## U.S. TREASURY DECISIONS REGARDING REQUIREMENTS.

Washington, July 7th.

Following the representations made by the British Embassy on behalf of the owners of the *Tuscania* and the *Arabic*, the Treasury has decided that the quantity of liquor on foreign ships in American waters shall be based on the requirements of the laws of the country in whose trade they are operating, regardless of the nationality of their owners. If the passengers and cargo come from several countries, a general medical supply will be granted and, furthermore, specific provisions of other laws will be met.

Italians among the steerage passengers on the vessel named have complained that they were not provided with wine, as required by Italian law. The American officials are limiting them to the amount required by British law.

## AEROPLANE CRASH.

## TWO BRITISH OFFICERS KILLED.

London, July 7th.

Aeroplane D 59, belonging to the Kenley military aerodrome, crashed into an adjoining mansion, which burst into flames and was speedily destroyed. The occupants, escaped.

The officers on the aeroplane, Lieut. Trapagna Le Roy and Logsdail, were killed.

## THE SPANISH REVERSES IN MOROCCO.

Madrid, July 7th.

The Chamber has resolved to appoint a commission to hold an enquiry regarding the political responsibility for the Spanish reverses in Morocco.

## DUTCH TRADING SOCIETY'S PROFIT.

Amsterdam, July 7th.

The annual report of the Dutch Trading Society, ascribes the revival of market conditions for East Indian produce to the economic boom in the United States.

The net profit is 5.6 million as compared with 6.3 million, and the dividend is six per cent, as against seven per cent, last year.

## FRENCH ROYALISTS CONVICTED.

Toulouse, July 7th.

After being convicted in connection with the attack on M. Cailhau on May 11th, Etelot, a member of the Camelot du Roi, has been sentenced to three months' imprisonment. Four other Camelots du Roi were each sentenced to one month's imprisonment, with the benefit of the first offenders' act.

LATEST CABLES.

## NEW SOVIET UNION.

## THE ALLIED SOVIET REPUBLICS.

London, July 7th.

The seven Allied Soviet Republics are Russia, Ukraine, White Russia, Transcaucasia, Azerbaijan, Georgia, Armenia. Moscow will be the capital and an allied council will be formed to deal with the foreign policy, the army and navy, and finance and trade.

M. Krassin will devote himself to the question of grain exports.

## LENIN APPOINTED PRESIDENT OF NEW UNION.

Riga, July 7th.

The Soviet announces that the new constitution of the Soviet Union of Socialist Republics, which has been ratified at the Kremlin, Moscow, will operate immediately. Lenin has been appointed President of the Union, with Krassin as Commissar of Foreign Trade.

## BANKERS SENTENCED.

## CHARGES IN CONNECTION WITH LANDSMAN'S BANK.

Copenhagen, July 7th.

The trial of thirteen ex-directors of the Landsman's Bank, on charges of infringing the laws regarding joint-stock companies and banks, has been concluded. Kriston, Riis and Hansen were each fined two thousand kroner and Friis five hundred kroner. Ten others were discharged. The Chief Director, Gluckstadt, who was also charged with fraud died in prison on June 23rd, nine days after the trial opened. H.P. Prior, Managing Director of the Nordiske Kabelogtraadfabrikker has been fined eight hundred kroner, for fraud in connection with a share transaction. The difficulties of the Landsman's Bank were one of the largest ever known in Denmark, and were the subject of a parliamentary enquiry in 1922. As a result of the enquiry the indictments were drawn up.

## EARLIER CABLES.

## THE DOCKERS' STRIKE.

## SPREADING TO OTHER WORKERS.

London, July 6th.

The dock strike continues to extend. Four thousand coal porters and employes of short sea trading vessels struck this afternoon, bringing the total strikers in London to 21,000. A further 600 dockers have gone on strike at Liverpool. They were engaged in loading Alfred Holt liners on the China services, and struck to-day, but it is anticipated that they will return to work during the week-end. The striking dockers at Manchester have been joined by 400 warehousemen. The warehouses on the road to the docks are picketed, and business is practically at a standstill.

A meeting of strikers in London to-day resolved to continue the strike until the employers agree to their terms.

## LIVERPOOL COMMUNIST ARRESTED.

London, June 6th.

Mr. McQuiggan, a prominent participant in the Liverpool dockers' dispute has been arrested.

McQuiggan is a Communist. He was charged with disorderly conduct during the dockers' strike, and remanded.

## SHORTER HOURS IN STEEL INDUSTRY.

New York, July 6th.

Mr. Gary announces that the labour supply from Mexico, the Philippines and Canada will soon make possible the abolition of the twelve-hour day in the steel industry, which will necessitate sixty thousand additional workers and increase the cost of steel products by fifteen per cent.

## CEYLON'S WAR CONTRIBUTION.

Colombo, July 6th.

There is a Budget surplus of thirteen and a half million rupees of which three million is being sent to the Imperial Government towards the cost of the war.

## M. KRASSIN.

Moscow, July 6th.

M. Krassin has been removed from his position of head of the Russian trade delegation to London.

## OBITUARY.

## ADMIRAL DEBON.

Paris, July 6th.

The death is announced of Admiral Debon, Chief of the Naval Staff in wartime.

LATEST CABLES.

## WORLD OF SPORT.

## HENLEY REGATTA.

## HELD IN TROPICAL WEATHER.

London, July 7th.

The Henley Regatta was held in tropical weather. A large crowd lined the river banks and Prince Henry followed the race for the Grand Challenge Cup in the umpire's launch.

There was a big attendance on each of the four days, with magnificent weather throughout.

In order to avoid the bend at the Temple Island, the course this year was shortened by 150 yards.

The Americans Hoover and Codman, and the Canadian Champion Belyea competed in the Diamond Sculls. Hoover, the holder, had hard luck in his preliminary heat, fouling the boom. He was beaten by Donald Gollan who also beat Codman and Belyea.

In the finals for the Ladies' Plate, Trinity (Oxford) beat Jesus (Cambridge) by a length time, 5mins. 35secs. In the school match, St. Paul's were defeated easily by Beaumont College by 7 to 10.

MORRIS WINS THE DIAMOND SCULLS. In the Diamond Sculls, M. Morris, London Club beat Donald Gollan, Leander Club, by one length, time, 5mins. 25secs.

THAMES WIN THE GRAND CHALLENGE CUP. In the Grand Challenge Cup, the result was Thames 1, Pembroke 2. Cambridge 3, won by three-quarters of a length in 5mins. 45secs.

In the Goblets, Trinity (Oxford) won from Leander Club by five feet in 5mins. 12secs.

The Visitors' Cup was won by Magdalen (Oxford) who defeated Trinity (Oxford) by one and three-quarter lengths in 7mins. 44secs.

The Wyfold Cup went to Imperial College who defeated Jesus (Cambridge) by one length in 7mins. 50secs.

In the Thames Cup, First Trinity (Cambridge) defeated Maidenhead Club by three-quarters of a length in 7mins. 15secs.

The Stewards' Cup was won easily by Third Trinity (Cambridge) from Magdalen (Oxford) in 7mins. 30secs.

## EARLIER CABLES.

## THE WIMBLEDON CHAMPIONSHIPS.

## MILIE LENGLER AGAIN LADY CHAMPION.

London, July 6th.

At Wimbledon in the lawn tennis championships, the ladies' singles final resulted in Mademoiselle Lengler, the holder, beating Miss McKane 6-2, 6-2.

Mademoiselle Lengler's defence was impregnable, despite the remarkable activity of her opponent. In the second set Miss McKane delighted the spectators by coming up to the net and making slashing returns and scoring corners, but Mademoiselle Lengler was still incomparable, and won easily.

The weather was scorching. The stands were packed. Play opened in the centre court, Misses Colyer and Austin beating Mrs. Yule and Miss Rose in the semi-final, 6-4, 6-4. The winners, who literally danced their way into the final, have been dubbed the "Two Pavlovas". They had a hard battle, but quickness and aggressiveness triumphed. The second semi final resulted in Miss McKane 6-2, 6-2.

Mademoiselle Lengler was brilliant. Miss McKane provided most opposition, but the winners were superb. Their length was accurate and their placing kept their opponents on the base-line.

The Davis Cup players Lyett and Godfree beat the Indian representatives Deane and Fysee in the semi-final, 6-4, 6-4, 6-2. The final thus provides a return match to the Davis Cup.

In the mixed doubles semi-final, Deane and Fysee in the semi-final, 6-4, 6-4, 6-2. The final thus provides a return match to the Davis Cup.

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## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## THE SINGAPORE NAVAL BASE PROJECT.

## JAPANESE OPINION.

Tokyo, July 7th.

The *Asahi* in an editorial on the Singapore base sees nothing against Japan in the British naval plan, which it says was decided on in 1892, when Japan's navy was practically non-existent, but was abandoned when the naval struggle in the North Sea intensified. The paper expresses the opinion, however, that it would be more consistent with the spirit of the Washington Conference if the naval agreement were extended to the restriction of auxiliary fleets and naval base construction and urges that steps should be taken to achieve this end.

## ART STUDY IN JAPAN.

## SUGGESTED VISIT OF BRITISH MUSEUM PROFESSOR.

London, July 7th.

Professor Latta, of Glasgow University, who has returned from a long visit to the East, believes that in the interests of art generally, it would be a good thing if the British Museum Professor, Mr. Lawrence Binyon, went to Japan in order to make a comprehensive study of the Japanese paintings in the old temples.

## SUGGESTED JAPANESE-AMERICAN COMMISSION.

## MEETS WITH NO FAVOUR IN WASHINGTON.

London, July 7th.

The *Sunday Times*, Washington, says it has been authorised to state that the popular agitation, launched by Viscount Shibusawa and Viscount Kaneko at Tokyo, in favour of a Japanese-American High Commission to discuss the chief bone of contention relating to Japanese immigration and the discriminatory American laws against Japanese, Anti-Japanese sentiment is still too pronounced on the Pacific Coast to make the negotiation of such a treaty feasible, and the Tokyo Government has been advised to wait for a couple of years, when the time may be less inopportune.

## ANGLO-JAPANESE COMMERCIAL RELATIONS.

London, July 7th.

Mr. Baifu Fujiyano, President of the National Federation of the Chambers of Commerce of Japan, in a speech at a luncheon tendered to him by the Sheffield Chamber of Commerce, said he thought nothing could establish friendly Anglo-Japanese trade relations better than an exchange of visits by the leaders of commerce in both countries, and a better understanding of each other's thoughts and ways.

The losers showed several flashes of brilliance, for which they were thunderously applauded.

In the All England Plate, for players who have been eliminated in the first and second rounds, the men's singles was won by W. L. Marshall (Belgium) who defeated Ritchie 6-3, 6-4.

In the final of the Mixed Doubles, Lyett and Miss Ryan beat Deane and Mrs. Shepherd-Barron 6-4, 7-5.

In the final of the men's singles, Johnston beat Hunter 6-0, 6-3, 6-1.

In the final of the ladies' doubles, Mlle. Lengler and Miss Ryan beat Miss Austin and Miss Colyer 6-3, 6-1.

In the final of the men's doubles, Lyett and Godfree beat Conde de Gomara and Flaqueur (Spain) 6-3, 6-4, 2-6, 6-3.

## AMATEUR GOLF CHAMPIONSHIP.

Dunfermline, July 7th.

Two Englishmen contested the final of the French Open Amateur Golf Championship, Lieut.-Col. Hannay (Addington Club) beat Hon. Michael Scott, the holder, Letouquet Club, by 5 and 4.

## EARLIER CABLES.

## HOME CRICKET.

London, July 6th.

At Nottingham, Notts defeated the West Indies on the first innings. In the second innings of the West Indies, Tarleton knocked up 100, and Challenger 102.

The M.C.C. at Lord's beat Oxford University by five wickets. For the Oxonians, in the first innings, Stevens scored 116, and Hopkins a century, not out. For the M.C.C., Hendren in the second innings compiled 168, not out.

At Leyton, Essex defeated Derbyshire in the first innings. For Essex, Douglas in the first innings scored 110, not out. For Derby, Morton in the second innings compiled a century.

Sussex won a first innings victory over Lancashire at Liverpool. For Sussex, Gilligan in the first innings scored 114. The Lancastrian, Makepeace, in the second innings compiled 91.



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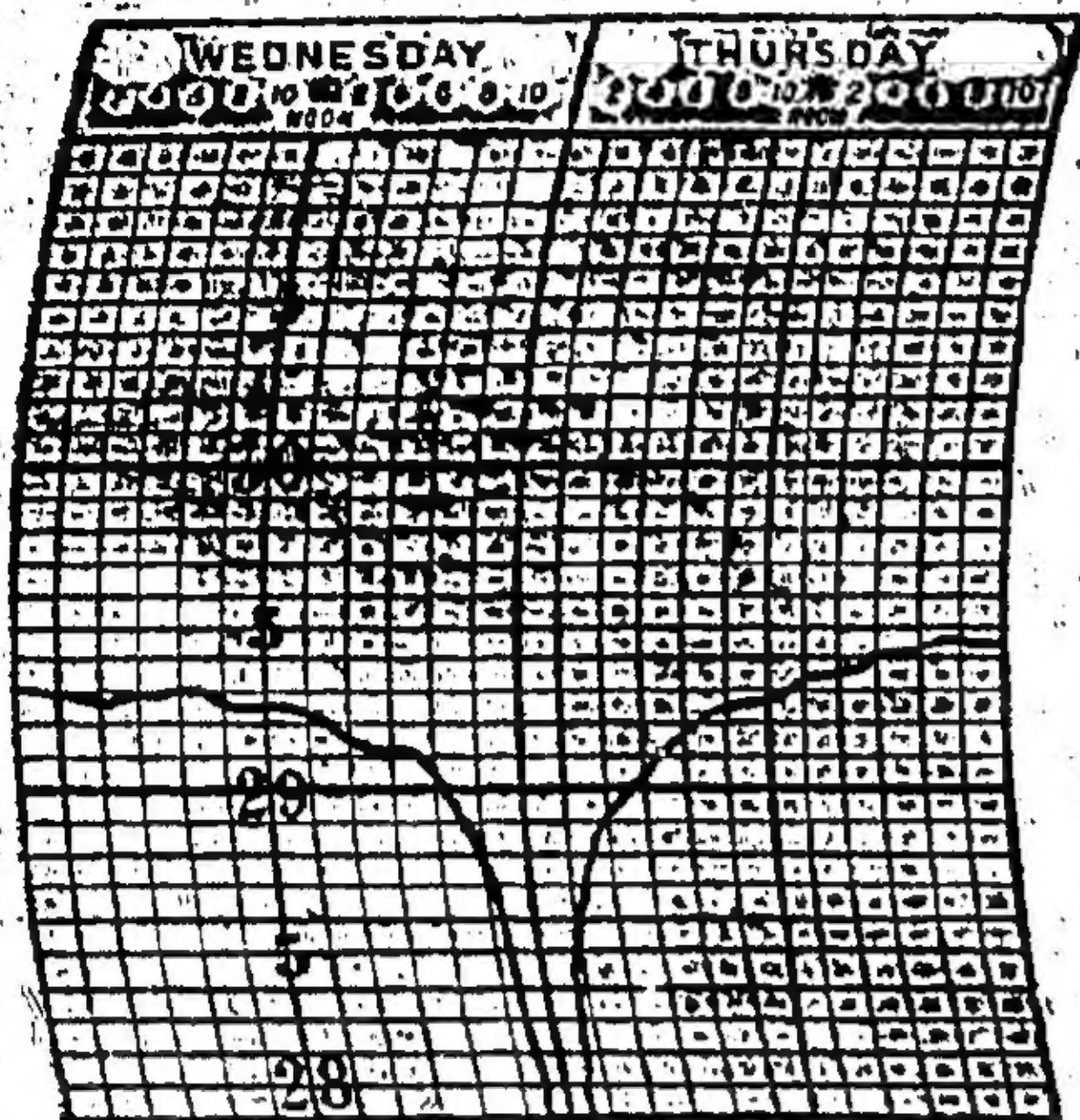


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## PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT.)

PARIS, July 4th.  
The shoe of the moment is neat, patent leather being first in popular favour, with guano as a close second. Straps of all kinds are being used on a lavish scale; especially is this noticeable on all shoes destined for wear with dainty frocks; many of them being no more than a mass of straps crossing over the instep and encircling the ankle, the whole held in place by the flimsy envelope that constitutes the upper of the shoe. Indeed, it is rather amusing to stand in front of a shoe shop and count the endless ways in which shoes are "strapped," and note also, with what ingenuity designers have thought out a hundred and one different models, each one of which differs no more than a hair's breadth from another, yet each distinctive in its way.

For ordinary wear, no model is so much worn as an open shoe, with a long pointed vamp and a strap across the instep. This sounds rather too simple to make any special note of, especially as it is a model which shoemakers have been turning out since, perhaps, ever women demanded shoes to wear. The only reason this model is worth noting is on account of its cut, the long, elegant line of the vamp and the pointed toe, slightly sloping outwards, giving it a character altogether different from the aquat model we have always known. A medium sole is added, and Louis XV heels, or else a light type of Cuban heel, which the French call "bottier." An extra touch may be added, if desired, by a round buckle of brilliant, cut steel or marquise-ette, finished round one half with a fringe that is fixed on to the strap at the side so as to cover up the button. This model is being worn a great deal in an extra fine quality of brown kid, to complete the ensemble effect of the brown and tortoiseshell shades of dresses that are being worn so much now. Tense de nacre coloured stockings may be worn with this type and shade of shoe, but, as much as possible, the shades to choose are champagne, deep cream, or that entrancing shade known as "chair" (flesh) that is a mixture of both these shades with a dash of pink cleverly added so that, on the leg, it is difficult to tell sometimes whether Madame has not forgotten altogether to add this important part of her wearing apparel when dressing. Rather does a stocking in this shade suggest the warm tint of flesh, while, at the same time, moulding the leg and lending it a line and an elegance which, perhaps, it has not in reality. As well as choosing this shade in preference to all others, Parisiennes are also choosing a model in as fine a quality of silk as each one's individual finances will permit, and, for preference, one with delicate, open-work lace rather than embroidered ones. This detail is rather important, as the open-work lace has a knack of tapering down the appearance of the ankle that the embroidered variety has not, and, because of this, is much to be desired. A seam down the back, of course, is absolutely *de rigueur*, as, without this, no woman, but she the ankles of a goddess, could hope to make a success of the look of her feet.

For those who cannot afford silk stockings or who, wisely, prefer to wear others rather than the silk of an inferior quality, there are the little stockings, which, if they are well put on and well drawn up so that the seam runs straight down the middle of the leg without any crease showing, look every bit as attractive as the silk ones, especially if they are fitted with open-work lace.

For evening wear the same shade is chosen a great deal, except when silver shoes are worn, in which case the shade of the stockings is silver grey. For those who affect costly novelties there are wonderful stockings which are nearly works of art, so embroidered and bejewelled are they; but, in general, such models are worn by the strict minority composed either of those who want to prove how much money they have by wearing hose that obviously costs hundreds of francs a pair, or else those whose extreme sense of coquetry obliges them to be the slaves of any and every new idea that happens to be launched.

As well as embroidered and bejewelled stockings, there are models into which a strip of the most delicate lace is inset; this starts just below the knee and ends just below the instep, both ends finishing in a point. The tiniest of jet or tinsel spangles are sometimes added as an outlining to the sides, where the lace joins on to the stocking, or else as a means for picking out the design of the lace. There are also hand-painted stockings, but these are not so popular as they might be on account of the fact that, no matter how much care is taken when washing them, the effect is never the same as before. Still, hand-painted stockings to match shoes painted with a similar design look dainty and original enough to tempt many. The painted heel, of course, is a frequent sight, the latest idea being to paint the heels of one's shoes to match the colour of one's dress, or else to recall the most dominant shade chosen for the trimming. "Lacquered" would be a better word to express this new fad, because the finished effect is always that of polished lacquer rather than of paint. Jewelled heels are worn, but not a great deal—no doubt because the glittering fabrics of which most evening shoes are made now would be a bad foil for any but a plain heel or one covered with the same fabric.

There is even a new type of metallic material which the busy silk manufacturers of Lyons have just launched; it shows a thick, silk-motif thread that can be of any chosen colour, mixed with a single strand of tinsel, the brilliance of which is undimmed by the usual thread with which it is, as a rule, twisted; these two strands, running alternately alongside each other, produce the most bewitching opalescent effects, and explain why shoes of this fabric are the craze for evening wear.

Another charming idea for evening wear is that of a motif worked in gold or silver thread—or else embroidered, in colours—on the vamp right in front. Such shoes are neat and discreet enough for wear in the afternoon with a dainty frock, and yet look every bit dressy enough for wear with the most elaborate of frocks in the evening. The court shoe for day-wear is always finished off with a buckle. Buckles have changed from being the family, fantastic things, they used to be, into objects for more solid and no less brilliant and decorative. Very often they are shown with a setting of pleated silk behind.

(Continued at foot of next column.)

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## 400 YEARS AGO—AND NOW

At a luncheon held at Aldington, Kent, on June, on behalf of the restoration of the church tower of Aldington, of which Erasmus, the great theologian, was vicar for a short period, Sir Philip Sassoon, M.P., said: "Speaking of Erasmus and the customs of his day, it is when we come to his (Erasmus's) description of the manners of English ladies that we notice the sad change that has taken place in the course of four centuries. 'English ladies,' says Erasmus, in one of his letters, 'are divinely pretty, and too good-natured. They have an excellent custom among them that wherever you go, the girls kiss you. They kiss you when they come, they kiss you when you go, and they kiss you at intervening opportunities.' One cannot help feeling, as one reads the letter, that the writer's considered opinion would have been that the first purpose of our meeting here might have been more complete than that which has attended our doctor's splendid efforts this afternoon." (Laughter.)

Shoes that come well round the ankle are cut away less over the instep than they have been in the past, and many of the smart shapes have no opening at all, the foot being simply worked into them. One of this variety is a delightfully smart shape, showing a vamp that is rather pointed and cut rather high with no opening at all, but just a strip of extra strong elastic let in on the outer side, so as to give sufficient play to allow the foot to be slipped in. At this point, a neat little rosette in black silk corded ribbon, finished with three or four stiff loops standing up, is placed to hide the elastic and add an incomparable note of smartness to the ensemble. On the whole, the shape of foot-wear is an elegant, as ever it was, but the ultra-fancy type which was so popular last year seems to have given place to shapes that are less elaborate and in decidedly better taste.

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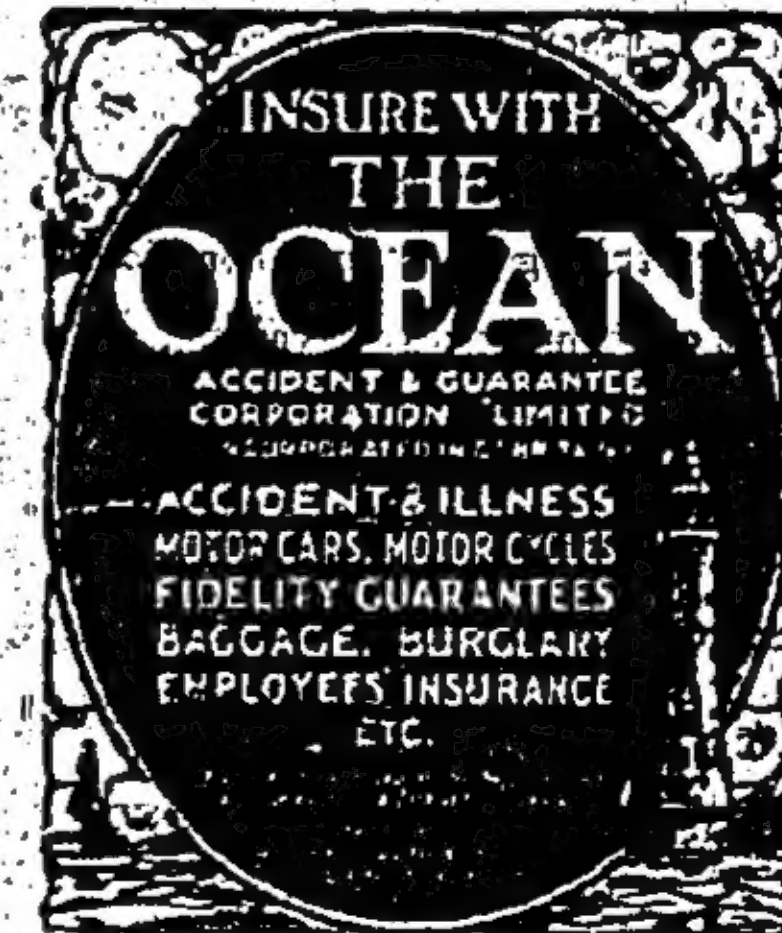
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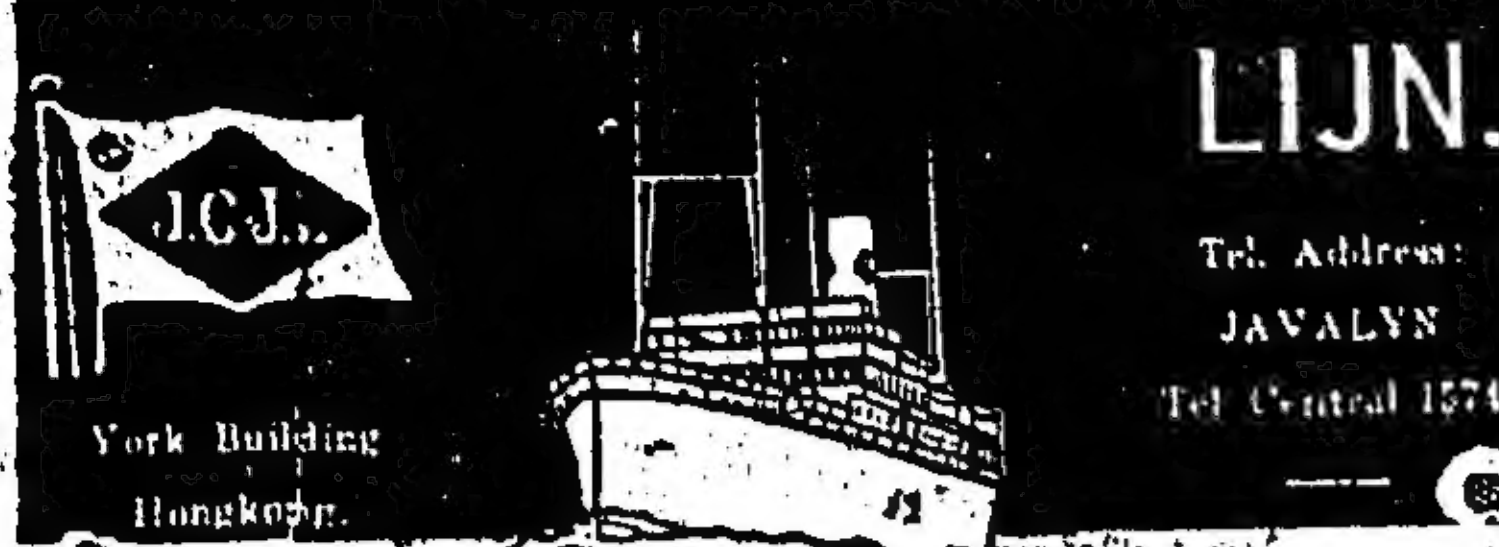
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DOMESTIC SERVICE INQUIRY.  
USE OF MAIDS' SURNAMES.

The Committee of Inquiry into domestic service resumed its sittings at the Ministry of Labour on May 31st, with Mrs. C. R. Wood again in the chair.

Evidence was given by Miss Mary E. Phillips, vice-chairman of the Central Board of the League of Skilled Housecraft. She said that while every girl expected to serve an apprenticeship or act as learner for a term of weeks, months, or even years, in any other work—in some cases paying a premium for her experience—the domestic servant was allowed to take up service in a haphazard manner, claiming payment for her "services" which ought to ensure a definite standard of work. The aim of the league standard was to form a band of technically qualified domestic servants rather than an attempt to fix hours or conditions. In reply to the Chairman, the witness said that it was the aim of the league to establish a band of domestic servants just as Florence Nightingale gathered together her band of nursing helpers. In this way it was hoped to raise the status of the employment.

Miss Mary E. Phillips, speaking as secretary of the Industrial Law Bureau of the Y.W.C.A., said the chief complaint of maids was lack of free time and being treated as machines and not as human beings. Answering the Chairman, the witness created laughter by referring to a complaint made to her by a charwoman, who confessed that she disliked her position at a certain household because there were so many "just jobs." She explained that "just" jobs were provided in plenty by the mistress, who interrupted other work with the request, "just to do this," and so on.

Lady Canfield, president of the Girls' Friendly Society, said the scarcity of supply of domestic servants was partly due to the attitude of teachers in elementary schools, which was not always such as to encourage girls to go into service. Town employers should help to raise the status by making more use of surnames of maids, so that they were not known by tradesmen and boys coming to the house by their Christian names, and in avoiding the old-fashioned custom of addressing letters to maids without the prefix of "Miss." When told that the latter custom still prevailed among some, the Chairman exclaimed, "It fills me with astonishment!"

## "JUST" JOBS.

In evidence given before the Committee of Inquiry into domestic service, a witness related the experience of a charwoman who disliked her position in a certain household because there were so many "just" jobs. "Just" jobs, she explained, were those which resulted from the mistress interrupting the regular work with the frequent request "just to do this." The good charwoman will have a crowd of sympathizers. In avowing her distaste for "just" jobs she gave utterance to a profound criticism of human life in general. The man or woman is exceptional who has not suffered, and does not suffer daily, the pang of having to forgo or break off the chosen line of activity in order to cope with irksome necessities in less than ideal directions. The student makes long lists of the delightful readings in which he would indulge but for the "just" jobs of lectures and the School. The business man, as surely as he plans a quiet day for some pressing piece of work, is deluged beyond all reason with calls and callers. The housewife herself, who to the distracted charwoman seems the very goddess of destiny, is by no means the mistress of her own fate, she constantly finds her schemes of things pulled all away by the whims of servants, irredesible, and prices, and even at times, by a fitting stroke of dramatic justice, by charwomen. Nothing goes just as it is planned. The youth who aches to ride abroad redressing human wrongs, soon finds that it takes him all his time to keep the domestic pot a-boil. Life turns out to be no romance of knight-errantry, but a tiresome affair of business and household "chores." The dream that it would be "one grand, sweet song" fades into a sorry thing of ragtime, broken by harsh syncopations all in the wrong place.

Unfortunately, men and women do not readily part with the early illusion. In spite of disappointment they persist in looking for greatness and continuity in life. They come to resent the inevitable interruptions which seem to them tokens of a badly ordered world. Everyday life presents itself as a fortuitous concourse of meaningless and unrelated trivialities, of which it is difficult to make head or tail. Like the young man with great possessions, they go their way sorrowful because what they are called upon to do seems so poor and mean a thing in comparison with what they thought of doing. They fall into the old mistake of fixing their eyes upon "some far-off Divine event," and miss the truth that the despised here and now are the path but honest parents of even the most brilliant future. They wait on the river bank for the stream to pass, and do not see that it is the water of life itself that is slipping by. It needs a serious effort of philosophy to remedy the mistake, and to see in the very stuff of which life is made. A wise man has said that the most insignificant thing becomes full of interest if studied deeply enough. Beneath the microscope of zest and will the content of the trivial is capable of indefinite enlargement. The discarded minutiae of life fall into pattern when seen as the raw material on which purpose and personality must work. They become "dim fragments meant to be united in some wondrous whole," a heap of beads waiting for the magic string of character to make a necklace of them, and perhaps even in the process change glass to jewel. It is a saving thought that, if "Hoe age" mean "Just do this," it means no less that whatever the hand finds to do should be done with all the heart and mind and strength.—Times.

## SAFETY OF AIR TRANSPORT.

Sir S. Hoare, in a written reply to a question in Parliament, states that on the civil air transport lines subsidised by the Government for the year ended March 31st last the flights numbered 4,000, the miles flown totalled 778,000, and the passengers carried were 11,400. Only one passenger was injured and none was killed. He adds it would be clear from these figures that the percentage of accidents, namely, less than 0.001 per cent. of the passengers carried, showed that air transport was not unduly dangerous.

ADOPTION OF CHILDREN.  
N.S.P.C.C. STATISTICS.

Lord Pembroke and Montgomery presided at the annual meeting of the Council of the National Society for the Prevention of Cruelty to Children, on May 29th, at its new headquarters, Victory House, Leicester-square.

Dealing with the Society's report for the year, Lord Pembroke said that during the last twelve months the Society dealt with 38,037 cases, of which 35,230 related to neglect, 3,307 to ill-treatment, and 500 to corruption of morals. The total prosecutions in the 38,000 cases numbered only 622. At the afternoon session the following resolution was proposed and unanimously passed: "That in view of the many dangerous to which children are exposed under the present loose system of adoption, and having regard to the proposed change in the law, this Council would urge the Government not to give its consent to any measure that does not fully safeguard the interests of the children to be adopted." The Duchess of Somerset, who submitted the resolution, expressed the hope that the Society would use all its influence to bring about the necessary amendments. It was decided to forward a copy of the resolution to the Home Secretary.

## HONGKONG TIDE TABLE

From July 5th to 15th, 1929.

Days of Week	Days of Month	High Water		Low Water	
		H'k'g Standard Time	Height	H'k'g Standard Time	Height
Mon.	9	6 16	5 7	1 22	3 6
Tue.	10	7 3	4 0	0 6	2 9
Wed.	11	7 11	3 1	0 45	1 6
Thur.	12	8 23	4 1	1 41	2 9
Fri.	13	9 20	4 1	3 30	1 1
Sat.	14	10 4	4 2	3 25	0 7
Sun.	15	10 41	4 2	3 13	0 8
		11 22	4 4	6 0	4

## BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 A.M.

Place of Observation	1929	
	W.L. over recorded.	W.L. over recorded.
Wuchow, W. River	+79.60	-2.43
Kongmoon, W. River	+14.70	-0.80
Likongchow, W. River	+57.00	—
Banshui, N. River	+27.25	-4.00
Shaklung, E. River	+15.15	-0.58

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THE NEW FRENCH REMEDY.  
**THERAPION No. 1**  
**THERAPION No. 2**  
**THERAPION No. 3**

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## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILING	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"KWONGSANG"	Monday, 9th July, 1 p.m.
BANGKOK via SWATOW	"KWAISANG"	Tuesday, 10th July, 2 p.m.
SHANGHAI via SWATOW	"YATSHING"	Wednesday, 11th July, Noon.
NEWCHANG via CHEFOO	"LOKSANG"	Wednesday, 11th July, Noon.
STRAITS & CALCUTTA	"KUTSANG"	Wednesday, 11th July, 3 p.m.
SANDAKAN	"MAUSANG"	Thursday, 12th July, Noon.
TIENTSIN	"CHONGSHING"	Thursday, 12th July, Noon.
HAIPHONG via HOIHOW	"LEESANG"	Friday, 13th July, 8 a.m.
MANILA	"WINGSANG"	Friday, 13th July, 3 p.m.
SHANGHAI via SWATOW	"TAISANG"	Sunday, 15th July, Noon.
YOKOHAMA via SHANGHAI		
& KOBE	"HOSANG"	Monday, 16th July, Noon.
STRAITS & CALCUTTA	"NAMSANG"	Monday, 16th July, 3 p.m.
BANGKOK via HOIHOW	"CHUNSANG"	Saturday, 17th Aug., 8 a.m.

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"GLENBANDA"	31st July.
"GLENBANE"	19th Aug.
"FEMBRONSHIRE"	27th Aug.
"GLENLUCE"	10th Sept.

## HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENBEG"	19th July.	London, Antwerp, Rotterdam & Hamburg.
"GLENBANDA"	7th Aug.	Genoa, London, Rotterdam & Hamburg.
"GLENBANE"	11th Aug.	Genoa, London, Rotterdam & Hamburg.
"FEMBRONSHIRE"	11th Aug.	Genoa, London, Rotterdam & Hamburg.
"GLENLUCE"	11th Aug.	Genoa, London, Rotterdam & Hamburg.

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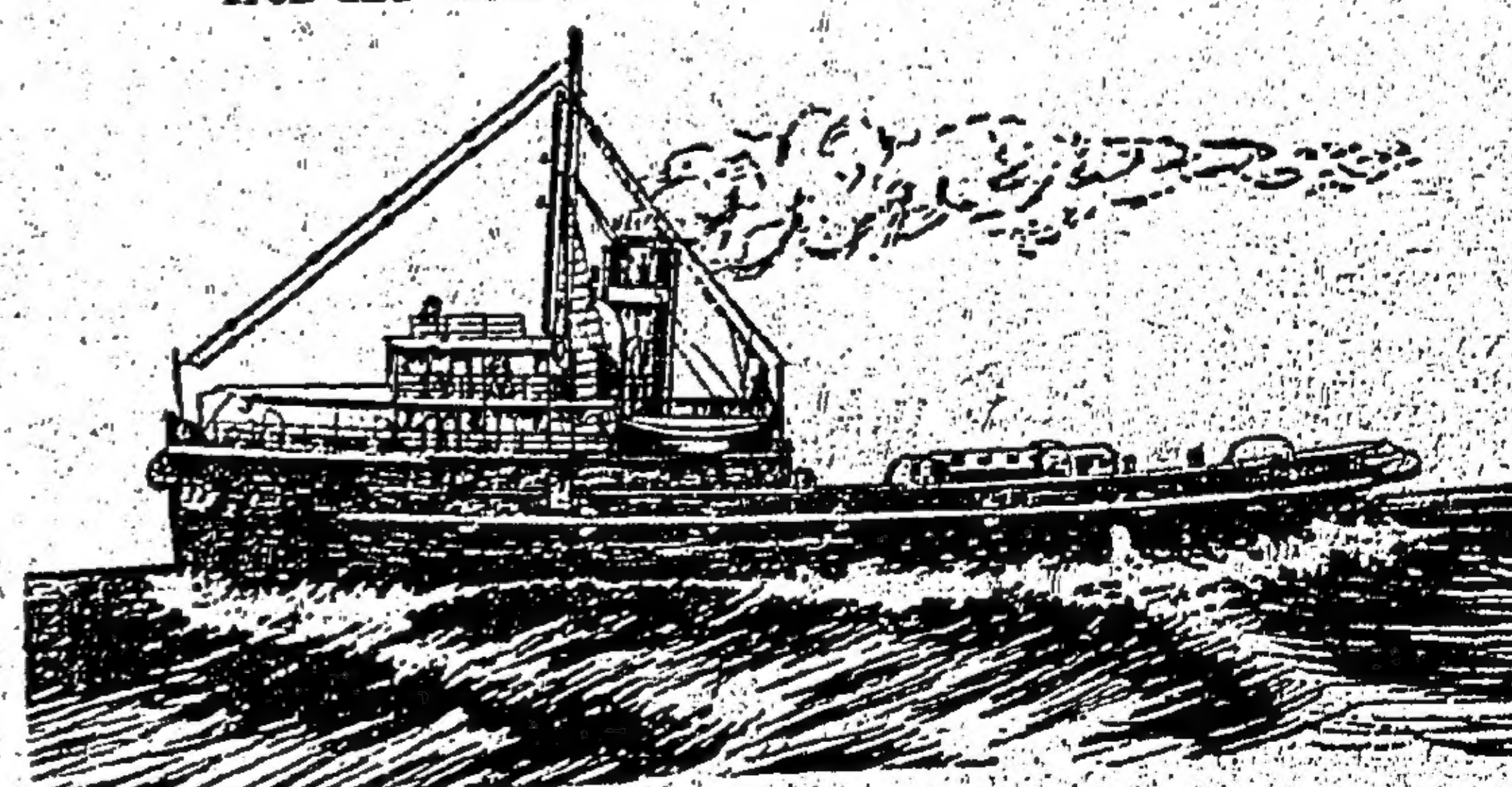
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## VESSELS ADVERTISED AS LOADING

## VISITORS AT HOTELS

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Dolagou Mara	Jap.	Nippon Yusen Kaisha	On Beginning of Aug
NEW YORK & Boston	Gothic Prince	Brit.	Prinsep Line	On 13th July
BOSTON & New York via Suez	Telemachus	Brit.	The Bank Line, Limited	On 13th July
SAN FRANCISCO, &c.	West Ivan	Am.	Struthers & Barry	On 18th July
VICTORIA & Vancouver, R.O. via SHANGHAI, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 12th July
VICTORIA, Seattle & Vancouver via T. Ports.	Kaga Mara	Jap.	Nippon Yusen Kaisha	On 24th July
VICTORIA, Seattle & Vancouver	Arizona Mara	Jap.	Osaka Shosen Kaisha	On 11th July
Vancouver via SHANGHAI & JAPAN, &c.	Tyndareus	Brit.	Butterfield & Swire	On 23rd July
BOMBAY, MARSEILLES, GIB., LONDON & ANTWERP.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 25th July
MARSEILLES, &c.	Malva	Brit.	P. & O. S. L. & A. L.	On 15th July
MARSEILLES, &c.	Angkor	Frnc.	Messageries Maritimes	On 5th Aug.
MARSEILLES, &c.	Chili	Frnc.	Messageries M. ritimes	On 9th July
MARSEILLES, &c.	Porthea	Frnc.	Messageries Maritimes	On 23rd July
MARSEILLES, L'ON, ANTWERP via SINGAPORE, &c.	Katori Mara	Jap.	Nippon Yusen Kaisha	On 11th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	City of Manchester	Brit.	The Bank Line, Ltd.	On 22nd July
MARSEILLES, GENE, LONDON & GLASGOW	Ningchow	Brit.	Butterfield & Swire	On 16th July
LONDON, ROTTERDAM & DUNKERK	Albatross	Brit.	Butterfield & Swire	On 9th July
LONDON, HUMBURG, ROTTERDAM & ANTWERP.	Alba Mara	Brit.	Osaka Shosen Kaisha	On 14th July
LONDON, ROTTERDAM & HAMBURG	Glenlara	Brit.	Jardine, Matheson & Co., Ltd.	On 10th July
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Oldekirk	Dut.	Java-China-Japan-Lijn	On 26th July
ANTWERP, ROTTERDAM & HAMBURG	Emil Kirkhof	Ger.	Reuter Brockmann & Co.	About 26th July
HAYRE, ANTWERP & DUNKERK	Le de Mississipi	Frnc.	Messageries Maritimes	About end July
BOMBAY via SINGAPORE, COLOMBO	Nagano Mara	Jap.	Nippon Yusen Kaisha	On 10th July
STRATA	Rutane	Brit.	Jardines, Matheson & Co., Ltd.	On 11th July, 3 p.m.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Vagapore	Dut.	P. & O. S. L. & A. L.	On 16th July
SINGAPORE & BELANANG-DELI	Duchessa D'Austria	Dut.	Java-China-Japan-Lijn	On 15th July
BRINDISI, VENICE & TRIESTE	Hutchow	Brit.	Butterfield & Swire	On 26th July
WEIHAIWEL, CZEFOO & TIENTSIN	Saion Mara	Jap.	Yamashita Kisen Kaisha	About 12th July
HAIPHONG via HAIPHONG & PAKHOI	Taikuwa Mara	Jap.	Yamashita Kisen Kaisha	About 13th July
KEELUNG via Swatow & Amoy	Masung	Brit.	Jardine, Matheson & Co., Ltd.	On 13th July, Noon
SANDAKAN	Yoshino-Maru	Jap.	Nippon Yusen Kaisha	On 14th July
AUTAJALAN PORTS via MANILA	St. Albans	Brit.	Butterfield & Swire	On 4th Aug.
AUSTRALIAN PORTS	Changha	Brit.	Jardine, Matheson & Co., Ltd.	On
AUSTRALIAN PORTS	Kwongang	Brit.	Nippon Yusen Kaisha	On 13th July, 1 p.m.
SHANGHAI via Swatow	Wakasa Mara	Jap.	Messageries Maritimes	On 9th July
SHANGHAI, KOBE & YOKOHAMA	Chambord	Frnc.	P. & O. S. L. & A. L.	On 17th July
SHANGHAI, KOBE & YOKOHAMA	St. Albans	Brit.	Butterfield & Swire	On 10th July
MOJI, KOBE & YOKOHAMA	Luchow	Brit.	Butterfield & Swire	On 16th July, 4 p.m.
SWATOW, SHANGHAI & PUKOW	Trieste	Ital.	Dodwell & Co., Ltd.	About 2nd Aug.
SHANGHAI, YOKOHAMA & KOBE	Tiljow	Dut.	Java-China-Japan-Lijn	About 10th July
JAPAN PORTS	London Mara	Dut.	Osaka Shosen Kaisha	On 17th July
TIENTSIN	Chongching	Jap.	Jardine, Matheson & Co., Ltd.	On 12th July, Noon
BATAVIA	Titarow	Jap.	Java-China-Japan-Lijn	About 10th July
CALCUTTA, SINGAPORE & RANGOON	Malay Mara	Jap.	Osaka Shosen Kaisha	On 10th July
BANGKOK via Swatow	Kwaisang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th July, 2 p.m.
SWATOW & BANGKOK	Kiangsu	Brit.	Butterfield & Swire	On 10th July, 2 p.m.
SWATOW, AMOT & POOHOW	Hainfoong	Brit.	Douglas Lapraik & Co.	On 13th July, 1 p.m.
SWATOW, AMOT & POOHOW	Hainhong	Brit.	Douglas Lapraik & Co.	On 10th July, 1 p.m.
MANILA	Wingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 13th July, 3 p.m.
MANILA, &c.	West Prospect	Am.	Struthers & Barry	On 9th July

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Empress Australia	Aug. 24	Sept. 12	Montcalm	Sept. 21	Sept. 28
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
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SEIDYUOKA MARU	...	Wednesday,	5th Sept.
<b>MARSEILLES, LONDON &amp; ANTWERP via Singapore, &amp;c.</b>			
KATORI MARU	...	Wednesday,	11th July.
ATSUTA MARU	...	Wednesday,	18th July.
KASHIMA MARU	...	Wednesday,	1st Aug.
<b>HAMBURG via LONDON &amp; ROTTERDAM</b>			
MITO MARU	...	First half Aug.	
<b>LIVERPOOL via MARSEILLES &amp; VALENCIA</b>			
TOKUSHIMA MARU	...	First half Aug.	
<b>SYDNEY &amp; MELBOURNE via Manila, &amp;c.</b>			
YOSHINO MARU	...	Wednesday,	18th July.
AKI MARU	...	Wednesday,	15th Aug.
<b>NEW YORK &amp; BOSTON via PANAMA</b>			
DELAGOA MARU	...	Beginning of August.	
<b>BUENOS AIRES via Singapore, Delagoa Bay, Durban &amp; Cape Town.</b>			
KAMAKURA MARU	...	Tuesday	28th July
<b>BOMBAY via Singapore and Colombo.</b>			
NAGANO MARU	...	Tuesday,	10th July.
SADO MARU	...	Friday,	27th July.
<b>COLOTTA via Singapore, Penang &amp; Bangoon.</b>			
MOJI MARU	...	Monday,	30th July.
<b>NAGASAKI, KOLE &amp; YOKOHAMA.</b>			
AKI MARU	...	Monday,	16th July.
<b>SHANGHAI, KOBE &amp; YOKOHAMA.</b>			
WAKASA MARU	...	Sunday,	15th July.
SUWA MARU	...	Tuesday,	17th July.
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Telephone: Central Nos. 223 & 233.		F. OGURI, Manager.	

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The R.M.S. *Empress of Australia* left Yokohama on July 7th, p.m., and is due at Vancouver on July 16th.

The P. & O. s.s. *Andra*, left Shanghai for this port on July 7th, at 4.30 p.m., and is due here on July 10th, at about 7 a.m.

The P. & O. s.s. *Douglas* left London on July 6th, at 3 p.m., for China and Japan.

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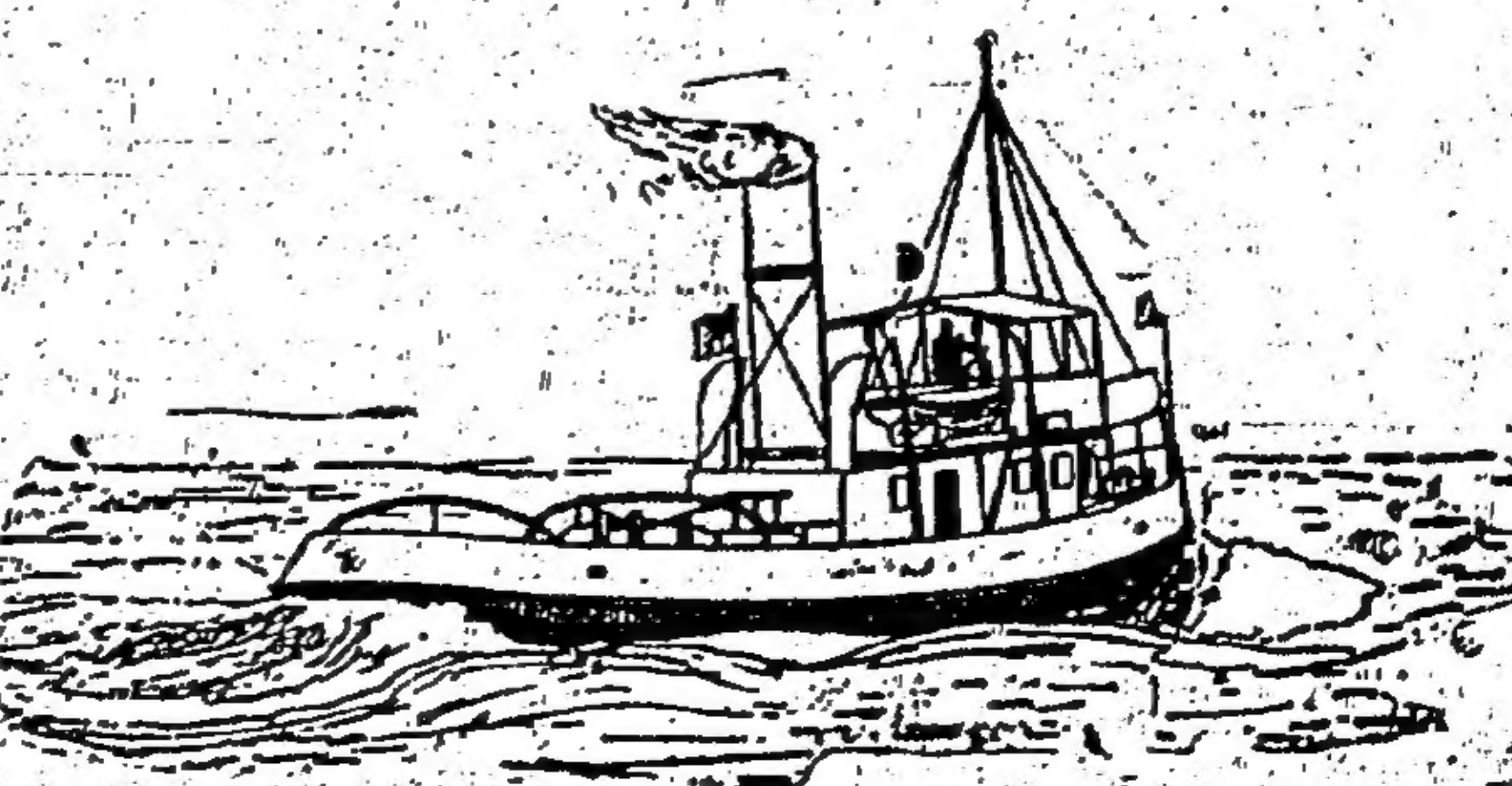
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## HOMEWARDS.

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THE BANK LINE, LTD.  
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HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong

1. "TELEMACHUS"	...	via Suez Canal	...	15th July.
2. "LANGTON HALL"	...	via Suez Canal	...	25th July.
3. "CITY OF MADRAS"	...	via Suez Canal	...	5th August.

Steamers proceed via Suez Canal or Panama Canal at "where" option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE &amp; SON, LTD.) HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

**M. MESSAGERIES MARITIMES. M.**

## SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong to Marseilles.
ORILLI	...	...	9th July
PORTHOS	...	...	23rd July
ANGKOR	...	...	6th Aug.
CHAMBERD	...	...	30th Aug.
PAUL LECAT	...	...	3rd Sept.
ANDRE LEBON	...	...	17th Sept.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

A CLASS (1st Class) ... £ 25. 0s. 0d.	B CLASS (1st Class) ... £ 28. 0s. 0d.
STEAMERS (2nd) ... £ 18. 0s. 0d.	STEAMERS (2nd) ... £ 21. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

1. "LE DE MESSIERE" loading for HAVRE, ANTWERP &amp; DUNKIRK, about end July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

31

CONFIRMATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers (having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms, cabins and excellent cuisine).

FOR

## SWATOW, AMOY &amp; FOOCHEW

AND RETURN

(Occupying Office 10 Days)

HAIPHONG	...	Capt. W. C. Pasmore	Tuesday, 10th July, at 1 p.m.
HAIPHONG	...	Capt. E. J. Walker	Friday, 13th July, at 1 p.m.
HAIPHONG	...	Capt. J. S. Thomson	Tuesday, 17th July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Kowloon Pier).

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.,  
(General Managers)

## JAPAN COAL

GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR:

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

Ship	Tonnage	From Hongkong (about)	Destination
"MALWA"	10,341	11th July, Noon	Batavia, Java, Ceylon & A. West.
"NAGPORE"	5,283	16th July	Singapore, Colombo & Bombay.
"KIDDERPORE"	5,334	19th July	Mars. Gib, London & Antwerp.
"DEVANHA"	9,092	25th July	Singapore, Colombo & Bombay.
"ROUDAN"	6,086	4th Aug.	Mars. Gib, London & Antwerp.
"KHIVA"	9,017	8th Aug.	Mars. Gib, London & Antwerp.
"KARHIMIR"	8,841	22nd Aug.	Singapore, Colombo & Bombay.
"SICILIA"	8,813	28th Aug.	Mars. Gib, London & Antwerp.
"MACEDONIA"	10,512	7th Sept.	Singapore, Colombo & Bombay.
"DONGOLA"	8,056	21st Sept.	Mars. Gib, London & Antwerp.
"SOUFAN"	6,597	28th Sept.	Singapore, Colombo & Bombay.
"MANTUA"	10,902	6th Oct.	Mars. Gib, London & Antwerp.
"KARMAHA"	9,099	19th Oct.	Singapore, Colombo & Bombay.
"SICILIA"	8,702	23rd Oct.	Mars. Gib, London & Antwerp.
"KALYAN"	8,987	2nd Nov.	Singapore, Colombo & Bombay.
"MALWA"	10,941	16th Nov.	Mars. Gib, London & Antwerp.
"SOUFAN"	8,597	22nd Nov.	Singapore, Colombo & Bombay.
"CHINA"	7,982	30th Nov.	Mars. Gib, London & Antwerp.
"DEVANHA"	8,092	14th Dec.	Mars. Gib, London & Antwerp.

## BRITISH INDIA - APCAR. SAILINGS

"TANDA"	8,956	10th July, 3 p.m.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	26th July	Singapore, Penang & Calcutta.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	4th Aug.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connection from Australia with the following:—  
The Union R. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal, (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Port of Marseilles and London via Panama & Cape.

## SAILING TO SHANGHAI &amp; JAPAN

"ST. ALBANS"	4,500	10th July	Moji, Kobe & Yokohama.
"KARHIMIR"	8,841	14th July	Shanghai, Moji, Kobe & Yokohama.
"SOUFAN"	6,597	22nd July	Shanghai only.
"MACEDONIA"	10,512	28th July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defer their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Cabin Passengers may travel by P. &amp; O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

## MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central, HONGKONG.

## PRINCE LINE FAR EAST SERVICE.

Regular Sailings to Boston and/or New York, by fast freight steamers.

## For BOSTON

and  
NEW YORK

S.S. "GOTHIC PRINCE" ... on or about 22nd July.

For Freight and full particulars apply to—

## FURNES (FAR EAST) LIMITED.

Telephone: Central 5185  
Telegrams: (Furnes) (Furnes) (Furnes)  
(Incorporated in Great Britain)  
24, George's Building**O. S. K.**

SAILINGS FROM HONGKONG: SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

1. "ALBA MARU" ... Saturday, 14th July

2. "ALBA MARU" ... Monday, 8th July

3. "ALBA MARU" ... Monday, 9th July

4. "ALBA MARU" ... Friday, 20th July

5. "ALBA MARU" ... Regular monthly Passenger Service

6. "ALBA MARU" ... Wednesday, 1st Aug.

7. "ALBA MARU" ... Monthly Service via Singapore and Hongkong.

8. "ALBA MARU" ... Monday, 11th July

9. "ALBA MARU" ... Tuesday, 12th July

10. "ALBA MARU" ... Tuesday, 13th July

11. "ALBA MARU" ... Tuesday, 14th July

12. "ALBA MARU" ... Tuesday, 15th July

13. "ALBA MARU" ... Sunday, 16th July, Noon

14. "ALBA MARU" ... Sunday, 22nd July, Noon

15. "ALBA MARU" ... Thursday, 19th July, 10 a.m.

16. "ALBA MARU" ... Monday, 16th July

17. "ALBA MARU" ... Monday, 16th July

18. "ALBA MARU" ... Monday, 16th July

19. "ALBA MARU" ... Monday, 16th July

20. "ALBA MARU" ... Monday, 16th July

**C. N. C.  
CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
AMOY & SHANGHAI	"BOOCHOW"	On 10th July, Noon.
SWATOW & BANGKOK	"KIANGSU"	On 10th July, 2 p.m.
MANILA	"KIANGSU"	On 10th July, 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 11th July, 9 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 12th July, 4 p.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 14th July, 4 p.m.
SWATOW & SHANGHAI	"LUCHOW"	On 15th July, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 16th July, 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"BUICHOW"	On 17th July, Noon.
SWATOW & BANGKOK	"KWANGCHOW"	On 17th July, 2 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone: Central 22.

(JOHN SWIRE &amp; SON, LTD.) Agents

CARGO &amp; PASSENGER CAN BE RETURNED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Son, Ltd.) Agents

**AUSTRALIAN ORIENTAL LINE**

HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS.

## SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Batavia, & Aus. Ports.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone: Central No. 22.

(JOHN SWIRE &amp; SON, LTD.) Agents

**STRUTHERS & BARRY**

OPERATING U.S. GOVERNMENT SHIPS.

## EXRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Ivan" ... Leave Hongkong 16th July.

U.S.S. "West Ivan" ... Leave Hongkong 18th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO (2 WEEKS)

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO MANILA, ILOILO AND CEBU.

## TO MANILA AND SINGAPORE.

U.S.S. "West Prospect" ... Leave Hongkong 7th July.

U.S.S. "West Prospect" ... Leave Hongkong 8th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

## STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN, CHINA, PHILIPPINES, INDO-CHINA, STRAITS &amp; JAVA.

1st Floor, Queen's Building, Phone Central 50, 3008.

K. A. HEYUM, Res. Agent

(122)

**DODWELL & CO., LIMITED**REGULAR SAILINGS TO NEW YORK & BOSTON  
For NEW YORK & BOSTON via SUEZ

1. "WHAY CASTLE"	...	sailing on or about 16th July.
2. "EGREMONT CASTLE"	...	sailing on or about 7th August.
3. "BOWEN CASTLE"	...	sailing on or about 7th Sept.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

PIUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 286.

## FOR BRINDISI, VENICE &amp; TRIESTE

1. "DUCHESSE D'AOSTA"	...	sailing on or about 9th July.
2. "TRIESTE"	...	sailing on or about end of Aug.
3. "ROSANDRA"	...	sailing on or about end of Sept.

## FOR SHANGHAI, YOKOHAMA &amp; KOBE.

1. "TRIESTE"	...	sailing on or about 2nd August.
2. "ROSANDRA"	...	sailing on or about 2nd Sept.

Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

1. "UMZUMBI"	...	sailing on or about 25th July.
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Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

## DODWELL &amp; CO., LIMITED.

Agents



## POST OFFICE NOTICE.

Whenever a mail for Europe, America, India or Australia is due to be dispatched on a general holiday (other than Sunday, Christmas Day, or China New Year's Day) by a ship scheduled to sail at or after 1.30 p.m., the G.P.O. remains open until 12 noon and the Kowloon Branch Office until 11 a.m. In the case of earlier sailing the G.P.O. is open until about one hour, and the Kowloon Branch Office until about two hours, before the sailing time.

## INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Suiyang	9th July
JAPAN	Tando	8th July
U.S.A., JAPAN AND SHANGHAI	Pres. Madison	10th July
EUROPE via Suez (Letters & Papers, London, 14th June, & parcels 6th, June.)	Kathmir	14th July
AUSTRALIA & MANILA	Ari Mars	16th July

## OUTWARD MAILS.

FOR	PER	DATE
Shanghai, Japan, Canada, U.S.A., Central & South America, & EUROPE via VICTORIA B.C. - due Victoria, 28th July	Pres. Grant	Monday, 9th, Registration Letters 8.00 A.M.
Shanghai	Sarpodon	10.30 A.M.
Singapore, Colombo & Durban via Suez	Seattle Maru	11.0 A.M.
Singapore, Ceylon, Mauritius, L. Marques, South Africa, India via Suez, Aden, Egypt & EUROPE via MARSEILLES - due Marseilles, 11th Aug.	Chili	Registration Letters 1.45 P.M.
Singapore, Egypt & EUROPE via LONDON - due London about 15th Aug.	Rheus	2.30 P.M.
Manila	Pres. Lincoln	2.30 P.M.
Swatow	Hydrangea	3.30 P.M.
Japan	Somaratna Maru	5.00 P.M.
Singapore, Ceylon, Mauritius, L. Marques, South Africa, India via Suez, Aden, Egypt & EUROPE via MARSEILLES - due Marseilles, 11th Aug.	Chili	Registration Letters 1.45 P.M.
Singapore, Egypt & EUROPE via LONDON - due London about 15th Aug.	Rheus	2.30 P.M.
Manila	Pres. Lincoln	2.30 P.M.
Swatow	Hydrangea	3.30 P.M.
Japan	Somaratna Maru	5.00 P.M.
Singapore, Ceylon, Mauritius, L. Marques, South Africa, India via Suez, Aden, Egypt & EUROPE via MARSEILLES - due Marseilles, 11th Aug.	Chili	Registration Letters 1.45 P.M.
Singapore, Egypt & EUROPE via LONDON - due London about 15th Aug.	Rheus	2.30 P.M.
Manila	Pres. Lincoln	2.30 P.M.
Swatow	Hydrangea	3.30 P.M.
Japan	Somaratna Maru	5.00 P.M.

\*Correspondence bearing vessel's name only.

COMMERCIAL  
OPENING QUOTATIONS

7th July, 1923.	
On London	Telegraphic Transfer 233
Bank Bill, on demand	233 1/16
Bank Bill, at 30 days' sight	233
Bank Bill, at 60 days' sight	233 1/16
Bank Bill, at 90 days' sight	233 1/16
Bank Bill, at 120 days' sight	233 1/16
Bank Bill, at 150 days' sight	233 1/16
Bank Bill, at 180 days' sight	233 1/16
Bank Bill, at 210 days' sight	233 1/16
Bank Bill, at 240 days' sight	233 1/16
Bank Bill, at 270 days' sight	233 1/16
Bank Bill, at 300 days' sight	233 1/16
Bank Bill, at 330 days' sight	233 1/16
Bank Bill, at 360 days' sight	233 1/16
Bank Bill, at 390 days' sight	233 1/16
Bank Bill, at 420 days' sight	233 1/16
Bank Bill, at 450 days' sight	233 1/16
Bank Bill, at 480 days' sight	233 1/16
Bank Bill, at 510 days' sight	233 1/16
Bank Bill, at 540 days' sight	233 1/16
Bank Bill, at 570 days' sight	233 1/16
Bank Bill, at 600 days' sight	233 1/16
Bank Bill, at 630 days' sight	233 1/16
Bank Bill, at 660 days' sight	233 1/16
Bank Bill, at 690 days' sight	233 1/16
Bank Bill, at 720 days' sight	233 1/16
Bank Bill, at 750 days' sight	233 1/16
Bank Bill, at 780 days' sight	233 1/16
Bank Bill, at 810 days' sight	233 1/16
Bank Bill, at 840 days' sight	233 1/16
Bank Bill, at 870 days' sight	233 1/16
Bank Bill, at 900 days' sight	233 1/16
Bank Bill, at 930 days' sight	233 1/16
Bank Bill, at 960 days' sight	233 1/16
Bank Bill, at 990 days' sight	233 1/16
Bank Bill, at 1020 days' sight	233 1/16
Bank Bill, at 1050 days' sight	233 1/16
Bank Bill, at 1080 days' sight	233 1/16
Bank Bill, at 1110 days' sight	233 1/16
Bank Bill, at 1140 days' sight	233 1/16
Bank Bill, at 1170 days' sight	233 1/16
Bank Bill, at 1200 days' sight	233 1/16

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

Head Office: Hongkong.  
Authorized Capital: \$50,000,000  
Paid-up Capital: \$20,000,000  
Reserve Funds: \$24,500,000  
Sterling: \$24,500,000  
Silver: \$24,500,000  
Reserve Liability of Proprietors: \$20,000,000

Court of Directors:  
Hon. Mr. A. O. LAYNE, Chairman.  
D. G. M. BARNARD, Esq., Deputy Chairman.  
A. H. COMPTON, Esq., W. L. PATTERSON, Esq.,  
G. M. DODD, Esq., J. A. PUMMER, Esq.,  
G. T. M. EDWARDS, Esq., H. P. WHITE, Esq.

Chief Manager:  
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—  
Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS:  
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
Hongkong, 14th June, 1923. [37]

## HONGKONG SAVINGS BANK.

THE business of the Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, 14th November, 1922. [38]

CHARTERED BANK OF INDIA,  
AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

Paid-up Capital: \$23,000,000  
Reserve Fund: \$23,000,000  
Reserve Liability of Proprietors: \$23,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
A. H. FERGUSON,  
Manager.  
Hongkong, May 8th, 1922. [31]

THE MERCHANT BANK OF INDIA,  
Limited.

HEAD OFFICE:  
15, Greenchurch Street, London, E.C. 3.

Authorized Capital: \$23,000,000  
Subscribed Capital: \$21,800,000  
Paid-up Capital: \$21,800,000  
Reserve Fund: \$21,800,000

BANKERS:  
THE BANK OF ENGLAND  
THE LONDON JOINT CITY & MIDLAND BANK, LTD.  
BRANCHES:  
Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, Ceylon, New York, Singapore, London, etc.

HONGKONG BRANCH:  
Every description of Banking and Exchange business transacted.  
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.  
N. C. WILSON,  
Manager.  
7 Queen's Road Central, Hongkong, May 31st, 1922. [30]

## THE CHINESE MERCHANT BANK, LTD.

Every description of Banking and Exchange business transacted.  
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.  
N. C. WILSON,  
Manager.  
7 Queen's Road Central, Hongkong, May 31st, 1922. [30]

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N. C. WILSON,  
Manager.  
7 Queen's Road Central, Hongkong, May 31st, 1922. [30]

The  
"Three Castles"  
MAGNUMS

Smoked around the world

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES

## LONDON SERVICE

"RHESUS" 9TH JULY London, Rotterdam & Hamburg.  
"TROLLUS" 16TH JULY London, Rotterdam & Hamburg.  
"HELENUS" 23RD JULY London, Rotterdam & Antwerp.  
"SARPEDON" 7TH AUG. Marseilles, London & Rotterdam.

## LIVERPOOL SERVICE

"NINGCHOW" 16TH JULY Genoa, Marseilles, Liverpool & Glasgow.  
"PELEUS" 1st AUG. Marseilles, Havre, Liverpool & Glasgow.  
"TITAN" 15TH AUG. Genoa, Marseilles, Liverpool & Glasgow.

## PACIFIC SERVICE

"TYNDAREUS" 23RD JULY Victoria, Seattle & Vancouver.  
"PROTESILAUS" 14TH AUG.

## NEW YORK SERVICE

"TELEMACHUS" 15TH JULY via Suez.  
"TALHYBIUS" 15TH AUG. via Suez.

## PASSENGER SERVICE

"SARPEDON" 9TH JULY for Shanghai.  
"SARPEDON" 7TH AUG. for Singapore, Marseilles & London.  
"PATROCLUS" 4TH SEPT. for Singapore, Marseilles & London.  
"MENTOR" 17TH SEPT. for Singapore & London.  
"THIRSIAS" 5TH NOV. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(Sole Agents & Suez, Ltd.)

AGENTS.

## ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.  
General Banking Business.

## BRANCHES—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. W. BIGGAR,  
MANAGER.

NEDERLANDSCHER HANDEL  
MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)  
Established 1814.

A. Capital: F. 100,000,000  
Paid-up Capital: F. 20,000,000  
Reserve Fund: F. 19,440,000  
Special Reserve: F. 21,440,000

Head Office: Amsterdam.  
Branches: The Hague, Rotterdam, Antwerp, London, etc.

Branches: Shanghai, Hongkong, Canton, etc.

Branches: London, New York, etc.

Branches: Hongkong, Shanghai, etc.

Branches: Canton, Hankow, etc.

Branches: Peking, Tientsin, etc.

Branches: Harbin, etc.

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THE BANK OF EAST ASIA,  
Limited.

HEAD OFFICE—  
No. 10 Des Voeux Road, HONGKONG.

Authorized Capital: \$10,000,000  
Paid-up Capital: \$5,000,000  
Reserve Fund: \$5,000,000

Branches: Hongkong, Shanghai, etc.

Branches: Canton, Hankow, etc.

Branches: Peking, Tientsin, etc.

Branches: Harbin, etc.

Branches: etc.

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Branches: etc.

THE BANK OF TAIWAN,  
Limited.

HEAD OFFICE—  
No. 10 Des Voeux Road, HONGKONG.

Authorized Capital: \$10,000,000  
Paid-up Capital: \$5,000,000  
Reserve Fund: \$5,000,000

Branches: Hongkong, Shanghai, etc.

Branches: Canton, Hankow, etc.

Branches: Peking, Tientsin, etc.

Branches: Harbin, etc.

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